COACH MART

The weekly for the coach industry

Issue 642 £1

June 6th, 1991

PSV crashes: Shock report causes concern

NEWS SPECIAL

Stagecoach lose out in SBG about-turn

Carlton P.S.V.

IMMEDATE DELIVERY — NEW NEOPLANS

Skyliner, Mercedes V8 Twin Turbo, 79 recliners, toilet, full spec etc.

Transliner, Mercedes V8 engine, 48/51 recliners, toilet, full spec, etc, choice of two.

NEOPLAN

1987 Neoplan Skyliner, 77-75 seats, Gardner engine, ZF automatic gearbox, radio/PA/cassette, toilet, fridge, drinks. choice of 2. Stock Nos. 1067 & 1068.

1987 Neoplan Jetliner (Scania) 44 recliners, 10 speed gearbox, toilet, washroom, drinks machine, servery, rollo blinds, conti door, driver's bunk, MoT 13.05.91. Stock No. R044.

1986 Neoplan Skyliner, 73/77 seats, Gardner engine, ZF automatic gearbox, radio/PA/cassette, toilet, fridge, drinks, choice of 2. Stock Nos. 1065 & 1066.

1983/4 Neoplan Skyliner, 71-75 seats, Mercedes V10 engine, 6 speed ZF gearbox, toilet, fridge, radio/PA, drinks machine. Stock No. 9019 to 9022 and 0041.

1983 Neoplan Skyliner, 73 seats, Mercedes V10 engine, 6 speed ZF gearbox, Rapide spc, Servery, carpets, courier seat, MoT 20.05.92. Stock No. 9017.

1982 Neoplan Jetliner (Mercedes), 49 recliners, N/S plug door 6 speed ZF, toilet, washroom, drinks machine, fridge, continental door, rollo blinds, driver's bunk, courier seat, MoT 13.05.91. Stock No. R028.

1982 Neoplan Skyliner (with cherished plates), recently remoquetted (blue) and resprayed (white), 71 recliners, Mercedes V10, 6-speed ZF gearbox, toilet, fridge, drinks machine etc, MoT 11.03.92. Stock No. 0004.

VOLVO

1984 VOLVO B10M Plaxton 3500, 49/53 recliners, 6 speed gearbox, O/S rear sunken toilet, O/S continental door, curtains, courier seat, crew bunk, side lockers, driver's fan, MoT 24.02.92. Stock No. 1050.

1980 VOLVO B58 Air/Leaf Dominant, 12 metre, 53 seats, 48 recliners, 5 fixed, automat g/b, power door, tinted windows, curtains, side lockers, MoT 17.12.91.

1980 VOLVO B58, 11 metre, 51 seats, Alpha power door, Telma, white livery, red moq, MoT 27.01.92.

1973 VOLVO B58, 11 metre, 53 (remoquetted) seats, X'Press doors, side lockers, MoT 03.10.91.

SCANIA

1986 Scania K112 Plaxton 3500. 55 reclining seats, demountable toilet, double glazed, retarder, curtains, radio/PA/cassette, MoT 01.03.92. Stock No. 1063.

1986 Scania Berkhof Eclipse doble deck, 76 seats, toilet, double glazed windows, Telma, coffee machine, livery maroon/white, MoT 11.04.91. Stock No. 0021.

BEDFORD

1980 Bedford PJK, 29 seat, Duple Dom, MoT 16.09.91.

1979 Bedford YMT, 53 [illegible] Plaxton, red/cream exterior, red moquette. [illegible] No. M9036.

1977 Bedford YRQ, 41 seater Plaxton. X'Press doors, private plates. Stock No. 1053.

SOLD

1975 Bedford YRQ Plaxton, 45 seats, power door, side lockers, private plates, MoT 17.09.91.

LEYLAND

1981 Leyland Leopard Duple Dominant, 53 seats, 6 speed ZF g/box, red moq, livery white, MoT 23.08.91. Stock No. M9012.

1981 Leyland, 11 metre Plaxton, 53 seats (remoquetted), 6 speed ZF gearbox, X'Press, side lockers, grey/red moquette, MoT 30.08.91.

1981 Leyland, 12 metre Plaxton, 49 recliners, 6 speed ZF gearbox, cream exterior, autumn tint moquette. Choice of 2. MoTs 29.08.91 and 25.10.91. Stock No. 9010 & 9011.

1980 Leyland Leopard, 12 metre Plaxton, 53 (remoquetted) seats, X'Press doors, 6 speed ZF gearbox, side lockers, MoT 29.08.91. Stock No. 9009.

AEC

1977 AEC Plaxton Express, 53 seater, semi-auto gearbox, Bristol dome, white/black exterior, autumn tint moquette. MoT 3.10.91. Stock No. 0006.

1973 AEC, 12 metre Plaxton, 57 remoquetted seats, ZF g/b, blue curtains, Mk IV front, p/pl, MoT 10.11.91.

CUMMINS

1985 Dupre 425 (Cummins) 6 speed automatic g/box. 54 recliners, curtains, radio/PA, toilet, drinks machine, TV monitors, continental door, courier seat. Stock No. 1070.

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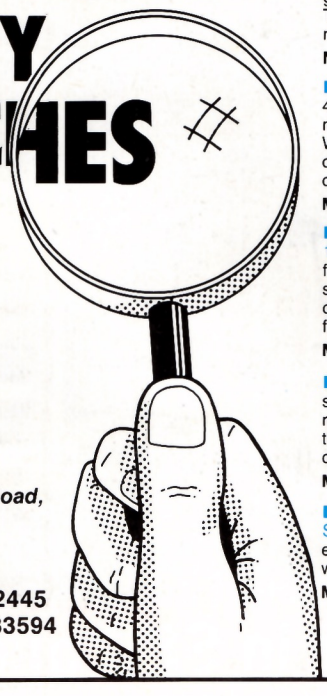

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DAF 1984 DKFL CAETANO ALGARVE 12M, fitted 49 recliners, grey/orange moquette, power door, courier seat, curtains, toilet, wired for T.V./video, carpet, water boiler, duo red/white.
M.O.T. JUNE 1992 **£37,500 NETT**

DAF 1983 (NOV) DKFL JONCKHEERE JUBILEE P50 12M, 49 recliners, re-trimmed in grey/red moquette, power door, o/s rear sunken toilet + continental door, double glazed tinted windows, Tempo 100, wired for T.V./video, Telma retarder, drinks machine, magazine nets, all white.
M.O.T. NOV 1991 **£42,500 NETT**

DAF 1983 DKFL VAN HOOL ALIZEE-H 12M, 48 recliners, brown moquette, rear floor mounted toilet, continental entrance door, Webasto heating, driver's berth, power operated entrance door, courier seat, curtains, wiring for T.V./video, white/grey/red.
M.O.T. FEB 1992 **£39,500 NETT**

BOVA 1983 (AUG) EUROPA II INTEGRAL 12M, 49 str., red moquette, (44 recliners + 5 fixed at rear), power entrance door, courier seat, curtains, centre sunken toilet, continental door, TELMA, Webasto, driver's fan, white/yellow/orange.
M.O.T. MAR 1992 **£29,500 NETT**

BOVA 1983 EUROPA II INTEGRAL 12M, 49 str., red moquette, (44 recliners + 5 fixed at rear), power door, courier seat, curtains, toilet, continental door, TELMA, Webasto, driver's fan, all white.
M.O.T. JUNE 1992 **£27,500 NETT**

DAF 1982 (OCT) DKTL PLAXTON SUPREME 12M, 57 str., red moquette, power entrance door, tinted side windows, curtains, white/brown.
M.O.T. OCT 1991 **£25,000 NETT**

BOVA 1989 FUTURA FHD 12.290 INTEGRAL 12M, 51 str., duo red moquette, centre sunken toilet with continental exit, Webasto pre-heater, driver's berth, double glazing to side windows + curtains, DE headlamps/foglamps, wired for TV/video, all white.
M.O.T. JUNE 1992
AVAILABLE ON OPERATIONAL LEASE - SUBJECT TO STATUS

LEYLAND 1987 TIGER 260 DUPLE 320 12M, 50 recliners, grey moquette, power door, toilet, servery, suspension raise system, all white.
M.O.T. FEB 1992 **£47,500 NETT**

VOLVO 1986 B10M PLAXTON PARAMOUNT 3500 12M, 49 recliners, sunken toilet o/s rear, courier seat, curtains, fridge, water boiler, tinted side windows, beige/blue moquette trim, white + yellow/orange stripes.
M.O.T. FEB 1992 **£62,500 NETT**

DAF 1986 DKFL PLAXTON PARAMOUNT 3500 12M, 49/53 recliners, grey/red moquette, demountable rear sunken toilet, continental exit door, courier seat, curtains, power entrance door, wired for TV/video, cream/duo blue.
M.O.T. FEB 1992 **£57,500 NETT**

BOVA 1985 FUTURA FHD 12.280 INTEGRAL 12M, 49 recliners, grey/blue moquette, centre sunken toilet + continental door, tinted double glazing, curtains, courier seat, power entrance door, coffee machine, white/orange/yellow.
M.O.T. DEC 1991 **£50,000 NETT**

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Coach dealers give their advice

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COMMENT

NO-ONE can doubt the serious intent of the British Road Federation and its director Peter Witt to promote roads and road transport.

Through its powerful connections in the transport and road construction industry, the BRF has pushed for better understanding of the importance of roads, and has been among the loudest voices in the media.

How odd then that the BRF's Basic Road Statistics '91 document seems to sidestep the bus and coach industry - far and away the best-known but most under-used road industry.

Figures drawn by the BRF from a plethora of statistics indicate PSVs to be among the most frequently involved in road accidents. More alarmingly, the BRF's own margin notes link the accident rate with 'safety' concluding that HGVs are the safest vehicles on the road.

That is untrue even if you are an HGV driver. Not revealed by a table on the following page is the fact that, in the UK, there were NO passenger deaths in PSV traffic accidents during 1989.

Elsewhere in tables we find buses and coaches lumped in with taxis. We find bus usage listed in a table in which the shortest journey is over 25 miles.

The BRF has done an excellent job compiling its £20-a-copy, 40-page booklet. It has pulled together a vast range of figures and made them accessible.

Clearly, the scope of the booklet is limited by its size and the statistics available. But it would still appear that the PSV industry is not well represented by the BRF.

Of course, better use of coaches and buses would doubtless reduce the need for road-building. We wonder whether this has some bearing on the BRF's apparent cant? The telling comment is made by Peter Witt himself who, like the Government, seems to think that public transport means trains: 'Clearly roads cannot meet all our transport needs,' he says. 'Public transport must be improved, *but* (our italics) for most journeys, roads provide the most convenient, flexible and economic mode or transport.'

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■ACCIDENTS

BRF crash figures disputed

THE British Road Federation has released figures which suggest PSVs are almost three times more likely to be involved in road accidents than cars or lorries. David Watson, BCC director of public affairs, described the findings as curious and at variance with the BCC's own figures.

Said Mr Watson: 'We can only assume they are taking account of every incident - which, of course, must be reported. A more meaningful and fairer way is to add-up the number of accidents rather than relate them to vehicle kilometres.

'If you take account of distance travelled, then you must also consider the number of passenger journeys - over 5,500 million in 1989/90.'

Among other statistics in the BRF Basic Road Statistics '91 report - available to the Press - is a prediction that the bus and coach traffic will remain the same for the next 30 years.

According to Transport Statistics (Great Britain) from which the BRF draws its figures, 285 buses and coaches were involved in accidents in every 100 million vehicle kilometres. This compares to only 99 cars and 60 HGVs.

'It certainly does seem as if a very large proportion are involved in accidents,' said a spokesman for the BRF 'This amounts to around 10 percent of all buses and coaches on the road in 1989, against only three percent of cars.'

The spokesman said that, of the 12,700 bus and coach accidents reported, 11,500 were in urban areas: 'This reflects the urban nature of bus and coach transport,' he told *Coachmart.*

He agreed that, because the drivers of buses were unlikely to be the owners, more accidents were likely to be reported for PSVs: 'I think there's an acceptance that urban accidents in other vehicles are under-reported.'

The death and injury statistics failed to mention that there were no fatalities in the UK's coaches and buses in the same year: 'It's certainly a point I will be raising with the report's compiler ready for next year,' said the BRF spokesman.

He explained that the 'no growth' statistic was supplied by the Department of Transport, which suggested car traffic growth of between 24 percent and 41 percent in the next ten years: 'That's just a reproduction of the DTp forecast,' he said.

'We never ignore buses and coaches and their role in urban areas. There is a tremendous amount of statistics and limited space and time to compile it all. We cannot include every figure.'

The BCC figures show 20 bus and coach deaths in 1989 compared with 5,373 for all road users.

■RECEIVERSHIP

Dormobile workers go as receivers take over

MINIBUS and van maker, Dormobile has been placed in the hands of the admistrative receiver and has made 62 of its 180 strong workforce redundant.

The move looked on the cards late last month following the appointment of receivers to its parent company, KBD Automotives, the vehicle design and engineering company which had its base in Basildon, Essex.

The company, which had a turnover of over £7 million last year, made losses of almost £1.6 million from its base in Folkestone, Kent.

However, Alan Bloom of joint receiver, Ernst & Young, said that the company was continuing to trade so that it could be sold as a going concern. He added that interest had been expressed for the company, which is best known for its motorised caravan conversions.

In recent years it has specialised in public welfare vehicles and has been involved in rebodying Mercedes 609Ds for Milton Keynes City Bus.

■CRIME

Police hunt conmen

POLICE are searching for conmen who stole a minibus, valued at £12,000, from a dealer's yard in Bedfordshire.

The vehicle - a C registered Mercedes 609 - was stolen from Frank Chandler of Carriageways of Wilstead, Bedfordshire.

The Mercedes, registration number C500 DMP, is distinguishable by its silver chassis and red wheels.

■ANNUAL REPORTS

Northampton Borough heads the profits list

Northampton Borough: 19 percent pre-tax profit on turnover in year ending March 31, 1990.

MUNICIPAL operator, Northampton Borough Transport, is the country's most profitable bus company, according to the latest Bus and Coach Industry Monitor report from Transport Advisory Services *(Coachmart,* May 30, 1991).

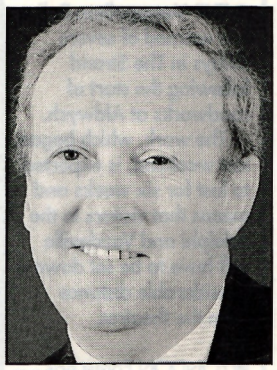
Northampton's pre-tax profit on turnover was an impressive 19 percent in the year up to the end of March 1990. By contrast the worst performer out of the 123 bus operators analysed in the report was Kelvin Central Buses with a negative return on turnover of minus 23.9 percent.

The 271-page report is the most up to date and comprehensive analysis of the bus industry so far produced. Detailed company reports are backed up by notes on vehicles, network and competition for each operator.

Performance and Profitability, the second in the Bus Industry Monitor series, is available through *Coachmart's* sister publication, *Bus Business.* Send a cheque for £69.50, made payable to *Bus Business*, to Performance and Profitability, *Bus Business*, EMAP Response Publishing, Wentworth House, Wentworth Street, Peterborough PE1 1DS.

■PEOPLE

Colin Cowdery leaves Plaxton



COLIN Cowdery (above), who ran the Plaxton Retail sales division and was a member of the group board, has resigned through ill-health.

Mr Cowdery played a major part in the formation of the group in a career which extended from Kingforth Bus and Coach to Kirkby Central and eventually Plaxton, where he served as a main board member since 1987.

In his place, Clifford Groves has been appointed general manager of the retail sales division. Based in Anston, Sheffield, he joins the company from Scania (GB) where he was director of marketing.

● THE Plaxton Group, which owns the troubled Plaxton Bus and Coach, has splashed out £4.1 million on two motor franchises.

It has bought the Redhill and Newcastle under Lyme franchises of Endeavour Motor Company, a subsidiary of Appleyard.

Mike gets on board

BUS and Coach Training has appointed Mike Harris-Jones as its national standards manager.

He joins BCT from the Ceramic Industry Training Organisation. He will be responsible for the development and expansion of the BCT's standards schemes within the industry.

BRIEFS

● **THE Metropolitan Police has warned of severe delays in The Strand following the start of roadworks at Aldwych.**

The work, which began last weekend, is expected to last for six weeks and means that visitors to the Adelphi and Vaudeville will have to be set down a considerable distance from the theatres.

● LONDON Forest has retained 11 London Transport routes it operates in the Walthamstow area for another three years.

The new agreement, won following the competitive tendering process, comes into effect in November.

● **A NEW coach park is available in Admiralty Road for visitors to the Portsmouth Naval Heritage area.**

The park is available free of charge for pre-booked coaches and further details can be obtained by telephoning 0705 839866.

● VAN Hool has asked us to point out that an optional two-year warranty was never offered on Van Hool and Eos vehicles, as was stated in our Better Buy feature last week (*Coachmart*, May 30).

Managing director, Vernon Edwards, said this warranty was applied only to LAG Panoramic coaches but has now been discontinued.

● **THE traffic area reshuffle has been made with the closure of the Nottingham and Newcastle offices and other moves.**

The closures mean work is transferred to the Cambridge and Leeds offices respectively. Metropolitan and Eastern are now merged, having lost counties to the Eastern Traffic Area. The Eastern area counties of Notts and Derbyshire go to the North Eastern and North Western offices respectively.

■SBG TAKEOVER

Government makes surprise U-turn on Fife Scottish bid

THE Government last week scrapped plans to announce that Stagecoach had been chosen as preferred bidder for Fife Scottish in a shock eleventh hour about-turn.

Less than two hours before a planned press conference to announce that the Perth-based bus and coach operator had been given the green light, the Scottish Home Affairs Minister, Lord James Douglas-Hamilton, allowed the management/employee buyout team - led by Fife managing director Derek Stuart - to put in a revised bid.

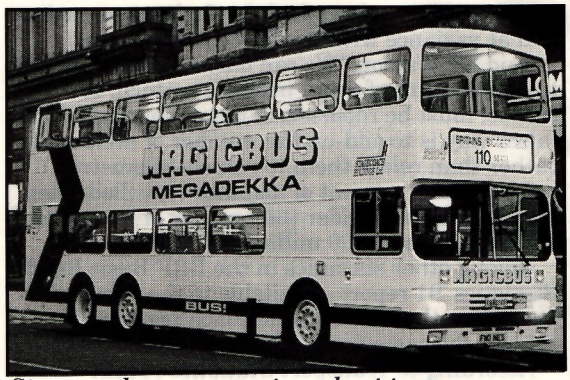
The remarkable developments were revealed by Labour's employment spokesman, Henry McLeish, MP.

He told *Coachmart* that Lord Douglas-Hamilton had made a 'very important ministerial decision at short notice.'

Fife is one of Scotland's most profitable bus companies and the change of heart followed angry outbursts by Mr McLeish, the member for Central Fife, and his fellow Scottish MPs Gordon Brown and Dr Lewis Moonie, after union officials had alerted them that the 850-strong workforce had lost out.

Mr McLeish said: 'We acted because we felt that the Government was moving the goal posts and putting the emphasis on the price it could get for Fife rather than also considering the quality of service that the new owners would be offering. We could not sit back and watch a company with no significant record of quality, like Stagecoach, take over.

'The management team has been given a stay of execution, but I will not be happy until I am convinced that Fife's bid has been taken seriously,' he added.



Stagecoach: no comment on about-turn.

Mr McLeish also challenged the two front-runners in the race for Fife to make public their proposals for quality of service, routes to be retained, employee numbers and plans for the next decade. 'We want a full public debate as the people of Fife have a right to know.'

Mr Stuart said in a prepared statement: 'I can confirm that the management employee team I lead has submitted a revised bid for Fife Scottish. I understand that, following the intervention of Henry McLeish, this offer is being considered by the Scottish Office minister. In the meantime no announcement will be made as to who will be named as the preferred bidder for the company.'

A spokesman for Stagecoach Holdings, the country's largest independent bus and coach operator, refused to comment.

■BUS

Maidstone fights competition

MAIDSTONE and District is increasing frequency and cutting fares to defend its Tunbridge Wells bus services from competition by Shearings.

M&D operations director, Roger Davies, said: 'Competition is tremendous in a growing market, but when you've got an appalling, declining market, the whole thing is preposterous, spreading fewer passengers among more vehicles.

'We've been in Tunbridge Wells for 80 years and we are determined to remain of service to the people of the town. Our plan to relocate from our 1930s' depot into North Farm Industrial Estate is an investment in those services.'

The main part of M&D's local service network consists of long-established cross-town routes which are much the same as pre-deregulation. Mr Davies claims Shearings has come in with commercial services on top of the network to cream-off the profit.

Shearings manager, Bob Lane, claims that the introduction of two buses on hourly day-time commercial services is competition as the Government envisaged. 'The customers are getting a better service and cheaper fares.

'We do what we consider is good for the customer and good for Shearings.'

M&D was the sixth National Bus Company subsidiary to be privatised when bought by its management in 1986. It has traditionally sold National Holidays - and subsequently Shearings Holidays - through its travel offices. However, it no longer operates coaches on contract.

Shearings' Tunbridge Wells depot is the former Eagle Coachways operation based in the same North Farm Industrial Estate earmarked for M&D's relocation.

■LIQUIDATION

Dickson crash costs £110,000

THE collapse of Dumfries bus and coach operator, Dickson (*Coachmart*, May 16), has cost Dumfries and Galloway Regional Council £110,000.

That is the extra amount it will have to pay out to keep socially necessary services running for the next three months before they are put out for re-tender.

The council was told contracts had been negotiated with various bus and coach companies to fill in following the Dickson crash, but the cost will be £195,000 compared to the £85,000 that would have gone to Dickson.

■TOURISM

P&O Ferries clinches Euro Disney travel deal

EURO Disney and P&O European Ferries have signed a unique agreement making the ferry company the first Travel Alliance Partner of the Euro Disney resort, which is due to open in April next year.

The massive new European tourist destination, just 32 kilometres east of Paris, is expected to attract an estimated 11 million visits in its first year.

A large percentage of visitors will be attracted from the UK and it will have a huge impact on the growth of ferry travel.

The agreement comes after months of negotiations and the deal was signed on board P&O's 'Pride of Calais' by Euro Disney vice-president (marketing), Mark Feary and Graeme Dunlop, managing director of P&O European Ferries.

P&O: unique partnership with Euro Disney.

The deal, which will last four years, makes P&O the exclusive ferry marketing partner with Euro Disney in the UK and Ireland. Both companies will work closely together to promote the resort.

Mr Dunlop said: 'We are delighted that an organisation of such international standing has selected P&O European Ferries to form its first ever travel partnership of this kind.

'We are both market leaders in the leisure industry and operate to similar high standards. There is a great deal of sense for us to join forces in this way.'

Mickey Mouse was on hand to open the first Disney exhibition on board the P&O European Ferries fleet. These displays on the company's 'Pride of Calais' and 'Pride of Dover' superferries will be regularly updated to reflect the progress on the project.'

On behalf of Euro Disney, Mr Feary said: 'The partnership with P&O marks a very important milestone for us.

'The UK market is very important to the success of the project and this special arrangement is a clear demonstration of our regard for the P&O operation.'

Euro Disney will be the largest resort in Europe - a fifth of the size of Paris - and will include six themed hotels with a total of 5,200 rooms, a championship golf course, wooded camp ground and a 16,000 square metre entertainment centre.

■BUS

Threat of London bus strike

ANNUAL bus driver pay negotiations in London have led to threats of action from T & G-backed workers.

At London Buses subsidiary, South London Buses, the union has already formally rejected a five percent across-the-board pay deal. They have demanded almost double that figure and conditions claims, including extra maternity benefits.

'We have suggested a working party to talk about maternity benefits, and we concede the number of claim cases is fairly small,' said commercial director, David Jones.

He said only around 55 drivers out of more than 1,100 were women.

And at fellow LB subsidiary, London General, the story is much the same: 'Let's say claims throughout London Buses follow a similar path,' said managing director, Keith Ludeman.

At London General and South London, unions have organised 'run ins', in which drivers have taken vehicles back to depots to talk to T & G leaders about their claim.

'That has been extremely unhelpful,' said Mr Ludeman.

He said the dispute was over the firm's block-grant drivers - around two thirds of the driving staff - and that London General has met them twice so far.

'Every week we hear of the failure of bus-related industries. We are very much part of the industry and we must keep our eye on competitiveness,' said Mr Ludeman.

● Eastern National has solved its pay dispute with drivers, having had an 8.5 percent pay deal, with back-dating elements, accepted.

The basic increase is around 5.5 percent, with working practice changes making up the difference.

■COACH

Abbott starts capital services

NATIONAL Express is facing competition from Yorkshire independent G Abbott and Sons on its London services out of Yorkshire.

The Leeming, near Northallerton, firm has introduced services from Leeds, Bradford, Ripon and Harrogate and its low introductory fares has seen National Express, which had a monopoly on the services since the mid-1980s, drop its rates on a number of services.

NatEx claims its reduction in fares is a marketing move to fill empty seats during a traditionally slack period. Blue Line is offering a full executive service with no need to pre-book.

■BRIEFS

● GREATER Manchester Buses is joining the green brigade by fitting environmentally friendly non-asbestos brake linings to all its double decker fleet.

● THE Freight Transport Association has called for a national traffic supremo to keep traffic moving on Britain's roads.

In its 'Transport Dilemma' report, the FTA also backs park and ride schemes and wants to see public transport more convenient, comfortable and efficient so that it is the natural choice for everyone.

● THE Vehicle Inspectorate has just extended its Saturday premium testing service for PSVs from 10 districts to 17.

A premium fee of £26 for a large bus is charged in addition to the normal test fee.

The districts taking part are: Liverpool, Edinburgh, Northampton, South Manchester, Wrexham, Stoke, Yeading, Mitcham, Edmonton, Purfleet, Ipswich, Guildford, Gillingham, Preston, Norwich, Royston and Leeds.

● FIGURES just out show that the number of coaches which passed through the port of Dover in April was down 23 percent on the corresponding period last year.

The Port of Dover Harbour Board reveals that 11,258 coaches used the port compared to 14,701 last year.

● LONDON General has produced a comprehensive booklet to explain the biggest ever bus review carried out in the capital.

Three hundred thousand copies of *'Bus News'* have been distributed to every household in the Tooting and Wandsworth areas of London.

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DAF

1988 (E) MB 230 – CAETANO ALGARVE, *53 recliners, courier seat, rear continental door, curtains, radio/PA/cassette.*

1987 (D) SB2300 – DUPLE 340, *57 recliners, power door, provision for toilet, cont. door.*

1986 (D) SB 2300 – CAETANO ALGARVE, *49/53 seats, centre continental door, courier seat, boxed/wired for video, Webasto, boiler, berth.*

1986 (C) BOVA FUTURAL FLD, *53 recliners, double glazed, courier seat, radio/PA, power door.*

1986 (C) SB2300 – LAG GALAXY, *53 recliners, courier seat, cont door, Webasto, tinted windows.*

1985 (C) MB200 – CAETANO ALGARVE, *53 retrimmed [illegible] door, Telma, cont. door.* SOLD

1984 (B) MB2000 – DUPLE LASER II, *53 seats, Telma, power door, tinted windows.*

1984 (A) MB200 DKFL – DUPLE LASER I, *57 seats, power door, side locker.*

1984 (A) BOVA CALYPSO, *53 seats, power door, curtains, radio.*

1983 (PP) MB200 DKTL – ALPHA, *53 seats, power door, tinted windows.*

1983 BOVA EUROPA II, *47 recliners, toilet, Webasto, courier seat, boxed & wired for video.*

1982 (PP) BOVA EUROPA II, *52 recliners, courier seat, power door.*

VOLVO

1986 (C) B10M – CAETANO ALGARVE, *49/53 recliners, centre toilet, continental door, low driver position.*

1980 (V) B58 – DUPLE DOMINANT II EXP, *53 seats, power express doors, radio.*

BEDFORD

1987 (D) YNV – CAETANO ALGARVE, *57 seats, power door, side locker, wheel trims.*

1986 (C) YNV – PARAMOUNT 3200, *53 recliners, power door, tinted windows, curtains, side locker.*

1986 (C) YNV – PARAMOUNT 3200, *52 seats, power door, rear toilet, servery, side locker, radio/PA/cassette.*

1985 (C) YNV – CAETANO ALGARVE, *53 recliners, continental door, side lockers, tinted windows, curtains.*

1981 (W) YMT – DUPLE DOMINANT IV, *53 seats, power door, radio/PA.*

1980 (V) YMT – [illegible] II, *53 seats, Bristol Dom[illegible], radio.* SOLD

MIDIBUS

1988 (E) TOYOTA – OPTIMO GL, *18 seats, power door, radio/PA.*

1987 (E) IVECO 79.14 – CAETANO VIANA, *19 seats, manual door, top sliding windows, curtains, boot.*

1986 (C) IVECO 79.14 – CAETANO VIANA, *19 seats, power door, tinted windows, boot.*

1985 (B) IVECO 60.10 – CAETANO BEJA, *18 seats, power doors.*

LEYLAND/AEC

1987 (D) TIGER 260ZF – DUPLE 320, *48 recliners, rear toilet, servery, courier seat*

1983 (Y) TIGER 245 S/A – DOM IV EXP, *53 seats, power express doors, SBG front.*

1983 (Y) TIGER [illegible] – PARAMOUNT 3500, *49 recliners, e[illegible]* SOLD

1983 (Y) AEC 760 – SUPREME V, *45 recliners, Bristol Dome.*

1982 (X) LEOPARD ZF – DOMINANT II, *53 seats, Bristol Dome.*

1981 (PP) LEOPARD S/A – SUPREME IV, *50 seats, power door, tinted windows.*

1981 (W) LEOPARD 12M S/A – DOMINANT II, *57 seats, power door.*

1981 (W) AEC 760 S/A – SUPREME IV, *53 seats, power door.*

1976 (R) AEC 760 S/A – PLAXTON SUPREME, *53 seats, side lockers.*

MERCEDES

1983 (PP) 0303 JONCKHEERE P50, *49 recliners, courier seat, centre toilet, continental door, double glazed, radio.*

1982 (PP) 0303 – JONCKHEERE BERMUDA, *49 recliners, power door, centre toilet, bunk, fridge, radio/PA.*

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■COACH

Matthews dismisses 'Beast's' criticism

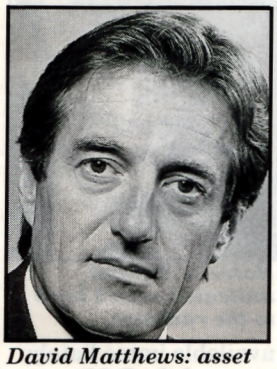
PLAXTON Group chairman, David Matthews, has dismissed controversial MP Dennis Skinner's 'asset stripping' charge as a 'casual abuse of facts.'

Mr Matthews was replying to the accusation by the member for Bolsover and fellow Labour MP, Harry Barnes, that the transfer of the group's Reeve Burgess midibus production from Chesterfield to its headquarters in Scarborough was an asset stripping operation.

In the Spring adjournment debate, Mr Skinner - dubbed the Beast of Bolsover - attacked the decision to close the two plants with the loss of 180 jobs in the Derbyshire town.

Mr Skinner accused Plaxton's of 'playing fast and loose' with the Reeve Burgess workers and called on the Government to intervene.

'It is worth drawing attention to the fact that it was Dennis Skinner, who has a reputation for adding colour to public life, who made the comments and that no mainstream members of Parliament have associated themselves with such a casual abuse of facts,' said Mr Matthews.



David Matthews: asset stripping charge dismissed.

'At the moment we do not have sufficient demand for our products and we have had to reduce our workforce. The fact we have made painful decisions should not attach ill-will to the Plaxton name.'

Mr Matthews believes that the MP's outburst has served to highlight the problems facing the bus and coach manufacturing industry.

He said: 'The positive side of his outburst is that it has further brought the matter to the attention of the House of Commons. Anything that gets the problems our industry is facing across to the people that matter must help.

'What Mr Skinner is really trying to say is that investment in new buses and coaches has ceased and something positive must be done about it.'

■BUS

Van Hool reveals new city bus

VAN HOOL's new ultra-low floor city bus - the A300 - was unveiled at this week's 49th UITP Congress in Stockholm, Sweden.

The Belgian manufacturer has based the new bus on the A500 concept with a side mounted vertical engine placed between the axles.

This gives a very low floor down the entire length of the vehicle, with two or three extra wide access doors and spacious standee platforms for easy wheelchair and pram access.

Entrance height is only 33 cm at each doorway and an optional kneeling device can reduce this by 7 cm.

Although a range of seating options are available, only 12 seats are placed on raised platforms, and up to 25 seats can be mounted directly onto the flat floor.

The A300 is available in long and short wheelbase, giving a maximum length of either 11.975 metres or 11.540 metres.

For midibus application the A308 version combines the A300 extra low floor with the award winning features of the A508 which was Belgian Bus of the Year in 1988

Alternative engine and transmission combinations are available to meet local market requirements, but a right-hand drive option would require major modification. Van Hool's rear-engined A600 is being offered in the UK.

Both A500 and A600 continue in production to give Van Hool a comprehensive bus range.

■COMPETITION

Bus rivalry hots up in Scarborough

INTENSE competition on Scarborough's seafront has stepped-up a gear with a fourth operator joining the fray.

Carlton Coachways' sole open-top Bristol FLF is competing with Scarborough and District, Applebys and Sunshire Suncruisers, which started earlier this year.

'It's something we always wanted to do and we've got off to a good start,' Carlton partner, John Townsend, told *Coachmart.*

A 1964 AEC with 13-year-old Plaxton coachwork is a second PSV bought to support Carlton's other business interests in Scarborough - the 33 bedroom Carlton Hotel and Poachers restaurant.

Mr Townsend said: 'We market our own package, and in the shoulder periods we do weekend family breaks.'

He has further plans to link his coach and hotel operation.

He said: 'We are considering a resort and coach type of business.'

This scheme would put excursions in the hands of local operators and away from the use of tour coaches.

Mr Townsend believes that this would release expensive modern coaches for other work and give more cost-effective operation than leaving tour coaches at a resort for long periods.

■EXPRESS SERVICES

KHCT gets first Nat-Ex service

KHCT: service provides full-time employment.

KINGSTON-UPON-HULL City Transport has its first regular National Express service after winning two York to London Rapide diagrams following the collapse of Yorkshire Voyager *(Coachmart,* May 16, 1991).

Roy Mitchell, KHCT coaching manager, said: 'We have been looking for National Express work for several years. It is worth doing because it provides full-time employment.'

KHCT's coaching subsidiary, York Pullman, has introduced two new leased Volvo B10M Expressliners for the five-year contract. These 46-seater coaches are finished to standard specification with servery and toilet.

■TRANSPORT

BCC guarded on transport speech

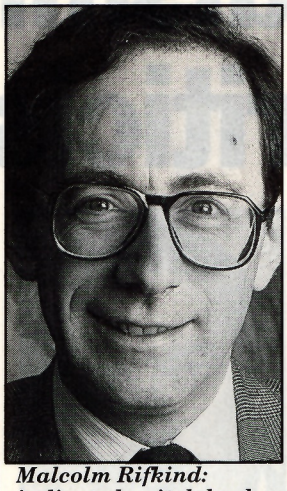
TRANSPORT Secretary Malcolm Rifkind's long-awaited statement on policy has been given a guarded welcome by the Bus & Coach Council, despite being short on assurances for the industry.

In a speech which indicated a major switch back to the railway in a bid to ease the chronic congestion on Britain's roads, he said he wanted to see a greater use of rail, better targetted roads programme with more private investment and new research into traffic congestion.

Responding to Mr Rifkind's announcement about support for bus priority measures, the BCC said local authorities would need extra finance in order to implement the new scheme. Mr Rifkind also expressed an interest in light rapid transit systems but recognised their limitations.

He said: 'It is also important that buses should be able to operate efficiently and overcome congestion. Greater use of bus lanes and bus priority measures will help and we are encouraging local authorities to use their powers to create these.'

The BCC welcomed this approach and said buses would be needed to bridge the gap as private motoring in towns becomes restricted by road pricing. Building rail and metro systems, where appropriate, would take many years, but buses were available immediately, stressed the BCC which represents Britain's road passenger transport industry.



Malcolm Rifkind: indicated switch back to the railways.

It added that, in the long term, buses would always be able to provide a flexible response to passenger demand.

However, BCC president, John Owen, warned: 'All these plans will come to nothing if it is done on the cheap. Local authorities need resources as well as powers to cut congestion and pollution.

'Traffic congestion is costing Britain millions of pounds every day. We can't expect the solutions to be painless, but the longer nothing is done, the worse the problem will become. But we welcome Mr Rifkind's positive moves. Buses and coaches are a vital and flexible part of any urban and inter-urban transport mix. Buses reach the parts other public transport modes cannot reach.'

■BUS

Council grant aid helps bus buying

HAMPSHIRE County Council's £600 a vehicle Diptac grant (*Coachmart*, May 30, 1991) has helped Solent Blue Line buy six new £100,000 Leyland Olympian double-deckers for services in Southampton.

These latest additions bring Blue Line's investment in new vehicles up to £1 million in the last year.

Said operations manager Peter Shelley: 'We have invested in high capacity vehicles due to strong demand at peak travel times.

'These new vehicles are the latest step in the company's on-going vehicle investment programme and confirm our strong commitment to public transport in Hampshire.'

The new Leyland Olympians are for services to Winchester and Fair Oak via Eastleigh.

They have Cummins L10 engines and include many Diptac features, including high visibility step edges, colour contrast grab rails and seat tops, bus stopping signs and bell pushes on stanchions within easy reach of seats. Hampshire County Council has allocated £18,000 from this year's budget to improve access for elderly and disabled passengers - and operators can claim a maximum of £600 per vehicle.

Solent managing director, Stuart Linn, (centre) and operations manager, Peter Shelley (left), with Jerry Jerrard, Hampshire County Council Public Transport committee vice-chairman.

■TAKEOVER

Crescent Coaches grows

NORTH Walsham-based Crescent Coaches - which only set up in business at the beginning of the year - has made its second acquisition.

Linkwise Coaches of Wroxham has become the latest company to be bought by entrepreneurs Frederick Dale and Philip Allington. It follows hot on the heels of the purchase of Yarmouth-based Suntan Holidays, which specialised in European holidays and Starlings Coaches of North Walsham.

The company was formed following the takeover of the Pennant Group by Holimarine. Former boating group director, Mr Dale, and former Wallace Arnold employee, Mr Allington, effected a managment buyout of the coaching interest of the company and formed Crescent Coaches.

Initially it bought eight vehicles belonging to Pennant of Potter Heigham and increased its fleet to 24 following a series of successful acquisitions.

Mr Dale puts the company's rise down to its purchase of companies which already have vehicles and work on their books. Although continuing with work such as local school contracts, the majority of its business now involves British and European holidays, an area it intends specialising in.

The holidays will be marketed under the name Crescent Holidays.

Coachmart is published by EMAP Response Publishing Ltd, Wentworth House, Wentworth Street, Peterborough PE1 1DS.
Telephone 0733 63100.
Classified Advertising 0733 898111
Fax 0733 62656.
Telex 32157. ISSN 0953-8240
Editor in chief - Mark Barton
Editor - Anthony Hawkswell
Features editor - Mike Morgan
Tourism editor - Mark Williams
Production editor - Andrew Hurst

Publishing director - Ian Griffin
Group display sales manager - Iain Blackhall
Deputy group display manager - Lynn Cowley
Group classified sales manager - Stephen Skinner
Telesales executives - Sally Wright; Ruth Kitchen, Steve Gibbons.
Sales representatives - Hugh Cairns, Paul Murtagh, Liz Green, Lynn Cook.
Advertisement production manager - Nicky Curd
Group marketing manager - Sarah Ramsden
Subscriptions inquiries-Joanne Reed

Coachmart is only available by pre-paid subscription. Domestic subscription rate is £45 per year; £75, 2 years; £95, 3 years; and Europe (including Irish Republic) £85 per year. Worldwide air mail rate is £115 per year. All rates include postage.
Contributions should be sent to The Editor, **Coachmart**, Wentworth House, Wentworth Street, Peterborough PE1 1DS. The Editor cannot accept responsibility for claims and statements by authors and manufacturers whose views do not necessarily represent those of the publisher, or for any mistakes or misprints, although every care is taken to ensure accuracy.

Typesetting and colour origination: Meridian Media Services Ltd, Orton Southgate, Peterborough. Printing: Gibbons Barford Print,Willenhall, West Midlands.

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You've been buying...You've been buying...You've been buying...You've been buying...

Caetano is in seventh heaven

SALVADOR Caetano has delivered seven luxury coaches to operators up and down the country.

Northamptonshire-based Jeffs has increased its number of Caetano vehicles to 21 following the arrival of two Algarve 3.35-metre touring coaches (pictured right) mounted on the Volvo B10M GL.

The Helmdon, near Brackley, company now runs 17 Volvo B10M Algarves, two MAN 10.180 Algarves and two Toyota Optimos.

A new Algarve has also been delivered to Meadway Private Hire of Hay Mills, Birmingham. The vehicle (pictured below left) is mounted on a 12-metre Dennis Javelin chassis and features a Cummins 240 bhp turbo-charged engine, six speed ZF manual gearbox, 120 amp alternator and full air suspension with ferry lift facility.

Reliant Coaches of Ibstock, Leics, chose the DAF SB 3000 DKV rear-engined module to power its new 3.55 Algarve.

The vehicle features 49/53 reclining seats, centre-sunken demountable toilet, centre continental door, plug entrance door with peage window and Blaupunkt radio/cassette.

Boultons of Church Stretton, Shropshire, has selected a Caetano Algarve midi-coach to enhance its touring fleet. Mounted on the rear-engined MAN 10.180 module, the vehicle is being used on the company's up-market private hire executive work.

Salvador Caetano (UK) has supplied an Optimo 18-seat GL to Stratos Luxury Coaches of Newtown, Powys. It has moquette seats, courier seat, plug-type entrance door, bonded tinted side windows with full draw curtains and forced air ventilation.

A 21-seat version of the Optimo has joined the large Telford, Shropshire, based fleet of Brittannia International Travel.

London General expands

Keith Ludeman (left), of London General, takes the keys to the new midibuses from Ian Galloway, chief executive, Walter Alexander (Coachbuilders).

LONDON General is using 10 new Alexander-bodied Mercedes-Benz minibuses for its successful network of Streetline services.

The latest order is a repeat and follows an earlier batch of 17. It brings the total number of Alexander-bodied minibuses in London Buses service to 134. London General managing director, Keith Ludeman, said: 'I have always admired the Alexander product. It is a good, durable, well built body. Prices and delivery times are very competitive and that is very important to us.'

The new 8.4-metre vehicles are mounted on the Mercedes-Benz 811D chassis.

More Beagles for Croydon

FOLLOWING a year's operation of a fleet of eight Reeve Burgess Beagle buses, the London Borough of Croydon has bought another seven.

The buses, which provide transport for schools and the social services department, are based on front-engined Iveco Ford A70.14 chassis with 138 bhp 5.9 litre diesel engine and five speed manual gearbox. They have power assisted steering and air/hydraulic brakes with front discs.

Tinted windows are fitted and soft trim is used for the upper part of the interior, while easy clean surfaces are fitted to the lower interior side panels. Eberspacher oil-fired heaters have been fitted to keep the vehicle warm when the back door is opened to let wheelchair passengers in and out.

The wheelchairs are loaded by a Ratcliff tail lift and secured on the vehicle by flush-fitting track on the non-slip floor. Anchorage points are also provided. A maximum 28 seats can be fitted, plus a tip-up seat near the front.

You've been buying...You've been buying...You've been buying...You've been buying...

Bova Futuras help French enterprise

KINGSTON Upon Hull City Transport has continued its expansion into Europe with the delivery of two Bova Futura luxury coaches for its French leisure travel subsidiary, Voyage National.

The two 12-metre vehicles are powered by 360 bhp engines and include all the latest specification, including drinks machine, video, full air conditioning, fridge and double glazing.

Chairman of KHCT Eurogroup, Keith Bastow, said: 'The purchase of these coaches is in response to the increased business activity generated between the KHCT group of companies and represents another step in achieving a comprehensive leisure travel network throughout Europe.'

Moseley hands over coaches

From Moseley: Bova (above) and Van Hool.

THE Moseley Group of Loughborough, Leics, has supplied a new Bova Futura FHD 12.290 integral 12-metre coach to Andersons Coaches of Castleford, Yorkshire.

The specification includes 51 seats, driver's sleeping berth, hot water boiler, coolbox, adjustable steering wheel, DE headlamps/foglamps, double tinted/ double glazed windows and carpet to the centre gangway, driver's compartment, rear saloon area and stepwell.

Primrose Coaches has taken its first ever Van Hool Alizee-H coach. The Ryton, Tyne and Wear, company also took delivery of the vehicle from the Moseley Group.

Mounted on a Volvo B10M GL chassis, it includes ZF 5HP500 automatic gearbox, 53 reclining seats, sunken washroom with toilet, double glazed side windows and vertically split front screen.

Reeve Burgess strikes gold with order for 27 Beaver minibuses

SOVEREIGN Buses (Harrow) - a member of the AJS Group - has bought 27 Reeve Burgess Beaver minibuses to operate some of its London Transport tendered services.

The company has taken over four new routes in the capital and the latest additions bring to more than 100 the number of Reeve Burgess Beavers running in London with seven different vehicle operators.

Sovereign Buses' 112-strong fleet includes 50 buses with Reeve Burgess bodies.

The new Beavers are Mercedes-Benz with automatic gearboxes and Telma retarders.

Ten of the vehicles are 709Ds with 23-seat bodies, while the remaining 17 minibuses are 31-seater 811Ds.

The latter have extra-wide entrance doors to speed up passengers getting on and off and are built to London Transport specification.

A build-up of planning problems

From Jeff Morss

SIR

I too have experienced planning problems with regard to the parking of coaches.

Despite knowing the full facts, Mid Suffolk District Council initially required planning application in respect of an improved access only to property I had purchased. After some three months, the council insisted on a further planning application for the stationing of my two coaches.

This was rejected on the grounds that the application site adjoins a Class II road where visibility is severely sub-standard because of the road alignment, any increase in the use of the access would create a traffic danger.

The site has been in commercial use as a farm and still retains one field on the opposite side of the road. Driving to and fro across the road with a tractor and trailer to service livestock etc. would create an even greater danger if the property were to return to its former use.

The council failed to give me a reply to this point.

The Department of the Environment Inspectorate dismissed my appeal on the grounds that coaches would have to enter the highway in reverse gear! This is complete nonsense.

From the inspector's comments about visibility, he did likewise, hardly a fair site inspection and acting contrary to the Highway Code.

And if that's not all, the council served an Enforcement Notice on me to remove from the land the motor coach and articles brought onto the land in connection with the coach.

I had not at any time stationed a coach on the land. Since then the council have been demanding Poll Tax on the unoccupied property, which is currently awaiting a buyer. This I am refusing to pay.

JEFF MORSS
(PROPRIETOR)
FARELINE COACH
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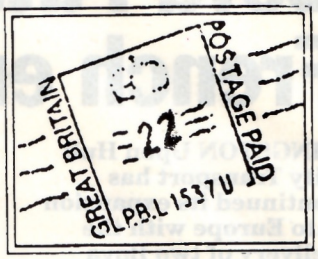

The editor is always pleased to receive letters for publication in Coachmart and will, if requested, publish these anonymously. But please attach your name and address for our own information.

Traffic commissioners' individuality has to taken into account

From P Fawcett

SIR

I have just come across Legal News in *Coachmart*, May 2, which reports the traffic commissioners' guidelines for dealing with interim O-licences.

This item was, I imagine, derived from a Department of Transport press release, but fails to mention that whilst the Transport Act 1968 allows commissioners to issue interim goods vehicle licences, there is not, to my knowledge, equivalent discretion under the Public Passenger Vehicles Act 1981 or the Transport Act 1985 to enable them to issue interim PSV operator licences.

The writer does actually refer to 'the LA', which is the goods vehicle operator's understood shorthand for describing a traffic commissioner when he is hearing a GV O-licence application.

Despite this, and the recent appointment of an overall licensing authority to try and co-ordinate their decisions, each traffic commissioner does, as readers of *Coachmart* will know, retain a degree of individuality!

I am conducting a research programme into operator licensing decisions, and would be very interested to hear from any PSV operator who has ever been granted an interim licence.

P FAWCETT, FCIT
CONSULTANT
719 HUDDERSFIELD ROAD
LEES
OLDHAM
OL4 3PY

Nostalgia Corner

THIS ALEXANDER Y-type is a rare example of a 30-year-old vehicle design still a common sight on our roads.

The body style is usually associated with Scottish Bus Group subsidiaries, but it remains equally popular south of the border with operators large and small.

Although most Y types still in use will be much younger, they share much in common with the 1964 North Western Road Car coach photographed by Eric Ogden in 1973 shortly before closure of Manchester's famous Lower Moseley Street coach station. The first Y type for North Western was shown at the 1962 Commercial Motor Show. This was VDB 952 on Leyland Leopard chassis and it was considered to have a timeless elegance ideal for attracting passengers to coach services. North Western later christened the body the Travelmaster. It is doubtful if this name was ever applied outside the company, but it was a mark of respect for a vehicle which established itself on Manchester to London and other express services. In a 10-year period before the North Western operation was dismembered, 85 Leopard/Y types joined the fleet. Most transferred to National Travel (North West), but the vehicle will long be associated with the scene in Eric Ogden's photograph which shows 'car' no 145.

Putt this in your diary!

LOOKING for that exclusive weekend for your richest clients? Belton Woods Hotel may have the answer.

The country club near Margaret Thatcher's home town of Grantham is trying to attract egotistical golfers with a zany £575 weekend deal. The itinerary is one which the lateral thinkers at the hotel can be proud of. It includes:

- **Guests arriving at the golf course by helicopter;**
- **Exclusive use of the course by golfer and spouse;**
- **A 'roaring crowd' tape played every time the ball is holed;**
- **A video of the round to keep;**
- **A dozen hotel staff applauding the final putt on the 18th;**
- **A golf buggy to be named after the player.**

The guest can also bore the hotel staff with the full, unabridged story of every hole, while they promise to stay awake.

Which reminds Mealstop of a joke about the golfer who hooks a ball over the wall around his course one day, then later gets collared by the course 'pro.'

'Did you hook a ball over the wall on the 12th?' says the pro. The golfer admits he did.

'Did you know that beyond that wall is the M5? Your ball went straight through a coach windscreen, which then careered out of control. Thirty passengers were injured.'

'My God,' says the golfer, shocked. 'What shall I do...'

'Well, if you stand squarer to the ball and get a firmer grip with your right hand...'

● YET again, *Coachmart's* tourism section takes the biscuit for generating the most bizarre press releases.

Top of the pile has got to be Belgium's Travelogue tourism news sheet. Here we discover that Oudenaarde's Adriaan Brouwer Beer Festival at the end of the month features the Lekkers, lovers of brown ale. In Britain, we call them Geordies, of course. Anyway, the chief Lekker 'exhorts everyone to enjoy the local beer and sausages,' as indeed do many English landlords.

'He also scatters piglets generously among the public to symbolise the fun and games that will be enjoyed in Oudenaarde that weekend.'

I must make a note to put the RSPCA on to that one...

Runner-up is the tourism news from Electrolux... yes, the washing machine manufacturer.

It hasn't launched 'Electrolux World - The Living History of the Front Loader.' Nor has it opened up the old bit of the factory it doesn't use to the public to make a few bob.

Electrolux's tourism news is that it has supplied its Wascator machines to launderettes in a group of holiday parks.

Ten points for lateral thinking...

● IT'S OFFICIAL! You are more likely to lose your keys on a Friday than any other day according to the ever-useful RAC.

Of 110,000 lock-outs, more happened as motorists revved up for the weekend than at any other time. Next-worse day is Monday - no doubt a day of hangovers.

The RAC also announces a new locksmith service it operates...

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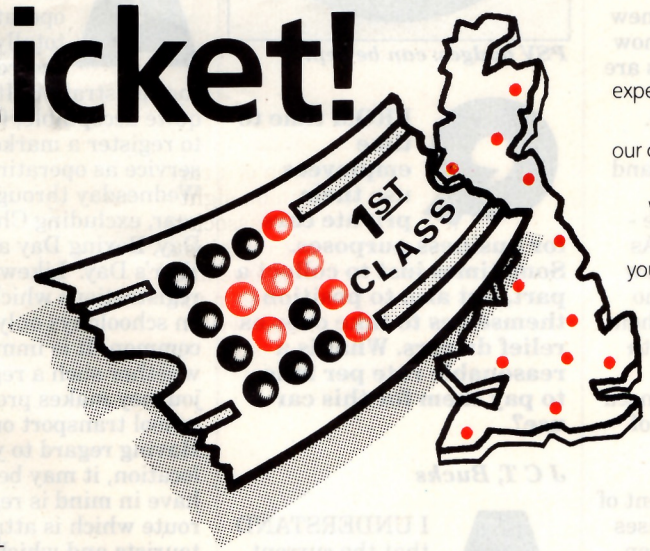

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SOLUTIONS IN SOFTWARE

How to stay out of trouble

Marksman continues his fortnightly advice column for *Coachmart* readers.

Q DO all passengers listed on an EC waybill really have to travel on sightseeing tours provided as part of a centred continental holiday?

This is what the waybill documentation seems to say.

T M W, Leics

A A PROPERLY completed waybill gives exemption from other types of journey licensing in EC countries. It allows a specified vehicle, driver(s) and passengers to travel within the framework of the stated itinerary without any further formalities, authorisations etc.

Strictly speaking you are right in assuming that all passengers named on a waybill should travel at all times.

Having regard to the fact that this might not always be possible, or desirable - for example, in cases of illness, injury or death - and the continental proclivity to heed the spirit, rather than the letter, of the law, I have always advised drivers to simply enter in box eight on the waybill the names of those passengers who fail to travel on specified fantail tours.

I have never had any problem doing this and this could be something you could do.

What clearly cannot be done - and I know of some coach operators who have been caused to regret doing so - is to carry passengers who are not named on the waybill. This practice potentially loses the transport operators' customers.

It is against both the letter and spirit of EC regulations and is likely to attract penalty and inconvenience when detected.

Q&A

Questions on any aspect of coach operation that is giving you problems should be sent to: Marksman, c/o *Coachmart*, Wentworth House, Wentworth Street, Peterborough PE1 1DS or by fax: 0733 62656.

Q I BELIEVE that newly licenced PSV drivers are not now issued with badges, so presumably, existing drivers no longer have to wear them. When I first got mine 30 years ago I paid two shillings and sixpence as a badge fee. Do I now have to send it in and get a refund?

M W B, Coventry

A IN BRINGING you up to date, I should first mention that there are no new PSV drivers. What have now become Group 'D' licences are for drivers of Passenger Carrying Vehicles (PCVs). Generally speaking, the drivers of all large buses and coaches - whether to PSV specification, or otherwise - will need a PCV licence. As you deduce, badges are now obsolete and drivers are no longer required to wear them.

I have been in touch with the Driver and Vehicle Licensing Agency in Swansea regarding the latter part of your question. Although badges were indeed the property of the Department of Transport, Swansea, advises that 'If drivers wish to keep their PSV badge then they may do so.' The DTp remained silent about refunding your half-crown. I suspect it would rather you kept the badge!

PSV badges: can be kept.

Q FROM time to time employees use their private cars for business purposes. Sometimes just to collect a part, but also to position themselves to take over as relief drivers. What is a reasonable rate per mile to pay them for this car use?

J C T, Bucks

A I UNDERSTAND that the current rates allowed for JPs and local government members are in the region of 19p per mile under 1000 cc, 24p per mile 1000 - 1399 cc, 28p per mile 1400 - 2000 cc and 48p per mile for larger cars. I leave it to you to decide whether that is a reasonable scale. Do, however, bear two things in mind. Firstly, if the rate is too generous it may be subject to Income Tax deduction. It is worth looking at the Inland Revenue form FPCS1 on this subject. In brief, tax need only be payable where annual mileage is less than 4,000 and the rates paid are in excess of 24.5p up to 1000 cc, 30p 1001 - 1500 cc, 34p 1501 - 2000 cc and 43p over 2000 cc.

Secondly, do make sure that your staff who use cars in this way have insurance which covers use in connection with their employment. The customary 'Social, Domestic & Pleasure' limitation is inadequate.

Q DOES a registered local bus service have to operate all the year round?

A M T, Cumbria

A A REGISTERED service has to operate only, but totally, in accordance with the registration. It would be quite acceptable, for example, to register a market day service as operating 'every Wednesday throughout the year, excluding Christmas Day, Boxing Day and New Year's Day.' Likewise, registrations which operate on schooldays only are quite common. It is immaterial whether such a registered journey makes provision for school transport or not. Having regard to your location, it may be what you have in mind is registering a route which is attractive to tourists and which might operate only, say, 'each Monday to Saturday between Good Friday and the last Saturday in September.' This, too, would be a valid form of registration wording.

HELPING THE AGED

Minibuses adapted to take passengers in wheelchairs give coach operators added flexibility. Mike Morgan road tests Volkswagen's LT35 with Devon conversion, offering quality build and generous load-carrying ability.

SINCE Help the Aged's first fund-raising campaign in 1979 and its introduction to VW minibuses two years later, 850 LT35 vehicles have been delivered for the numerous projects it supports.

This vote of confidence by a major charity shows that the German product is satisfactorily meeting specific requirements.

The majority of Help the Aged minibuses are of this type, but Ford, Mercedes and Renault also feature in the frame.

After local fund raising, the balance of new vehicle cost comes from Help the Aged's central funds.

Most local groups specify the same seating/wheelchair configuration as that in the road test vehicle.

Taking advantage of the Volkswagen LT's spacious interior, comfortable seating for nine passengers can be altered by the removal of four seats to accommodate up to four passengers travelling in wheelchairs.

A Ratcliff lift takes up rear interior space. According to Help the Aged's community transport manager, Graham Lale, this lift is preferred for its ease of operation by many of the retired volunteer drivers.

An additional row of three seats can be provided if a Henderson Hideaway lift is fitted under the rear.

Coach operators lacking experience of wheelchair accessible transport will do well to take note of Help the Aged's expertise.

Two vehicles are supplied to local project groups each week. One Northampton group has taken its fourth vehicle - minibuses having a recommended seven or eight-year life taking elderly people to day centres on week days and on longer excursion trips at weekends.

The requirements are similar to that specified for many local authority education or social service contracts, for which coach operators can profitably tender.

The Volkswagen LT35: build quality shone through during the road test.

Build

The VW LT range includes panel van, chassis cab and chassis cowl options. Bus derivatives developed specifically for the British market are converted in the UK.

Help the Aged vehicles are 2.95-metre wheelbase high roof panel vans converted by Devon Conversions in Exeter. Gross vehicle weights range from 3500 kg on the LT35 to 4600 kg on the twin rear wheeled LT45.

Pay loads range from 1610 kg to 2530 kg (including driver). The steel braced integral high roof increases loadspace up to 11.6 cubic metres.

Comparisons on interior space with Ford's 160 LWB Transit illustrate the LT's advantage.

The LT35 has an interior height of 1870 mm, load length of 3410 mm and interior width of 1815 mm, while the Ford has the same interior height, but a load length of 3214 mm and interior width of 1548 mm.

Unlike the Transit, the LT's forward control design adds to the favourable use of space for passengers.

The square-sided shape together with large standard nearside sliding door and full-height double rear doors give good passenger access.

Preparations for minibus conversion in the VW factory include deletion of cab bulkhead, fitment of heavy duty battery and body colouring the high roof.

Devon fits side windows to correspond with the LT's side ▶

PERFORMANCE

Gear	Ratio	Speed
1st	5.01:1	15 mph
2nd	2.53:1	36 mph
3rd	1.47:1	60 mph
4th	1.00:1	70 mph

Acceleration

0-30 mph	8 secs
0-50 mph	23 secs
0-70 mph	53 secs
30-50 mph in top gear	20 secs
50-70 mph in top gear	30 secs

◀ panelling and completes the interior with floor, soft trim, seats, Unwin wheelchair clamp bases and lift.

The full cab headlining is retained and above it an overcab storage area is a useful feature for small items.

From a choice of six cylinder petrol, diesel and turbo-diesel engines, Help the Aged prefers the low compression petrol variant - no doubt to make the volunteer drivers feel at home and because of its 90 bhp at 4500 rpm compared with the normally aspirated diesel developing 78 bhp.

The turbo-diesel has an output of 109 bhp.

Passenger impressions

Nine Richards and Shaw high-back vinyl covered seats are arranged in rows of three - the rear two rows being split in a two plus one arrangement. Static lap belts are supplied and the seats give good long term comfort.

Legroom is particularly spacious with a minimum of 26 cm. Gangway width is equally generous at 46 cm. But wheelchairs will inevitably take up much of this circulation area - significant in an emergency.

The seat covering may be practical, but does become unpleasant after a short time in hot weather. However, most Help the Aged type trips last less than 90 minutes.

Although the seats look cold, the interior is softened with needlecord on all side and roof linings - grey on the lower half and fawn from the waist up. The unobstructed saloon flat floor has heavy duty covering, but the cab area has VW's standard rubber mats, making cleaning of both areas straight-forward.

A fold-down step in the passenger entrance cuts the passenger entrance height from 42 cm to 24 cm plus 18 cm.

A further 20 cm step up to the interior floor means that care is required, particularly upon exit where restricted headroom can become an added problem.

For those longer excursions, a quality Blaupunkt Windsor radio/cassette system is installed with one pair of roof mounted speakers in the saloon and door mounted speakers in the cab for full stereo effect.

Excellent sound quality is spoilt by high levels of engine noise and an inadequate number of speakers for comfortable sound distribution.

The tail lift obstructs the rear doors, which is designated as an emergency exit. Fortunately it can be operated fairly easily from inside with a plentiful supply of signs to instruct the uninitiated. After opening the doors there are only four actions necessary to lower the lift.

LT cab: has much in common with larger vehicles with high seat and flat steering wheel creating a commanding driving position.

SPECIFICATION

Chassis:	Volkswagen LT31
Body:	Devon Conversion - 10 (4 removable to take wheelchairs)
Engine:	Volkswagen six cylinder in-line petrol - auto choke
Max power:	90 bhp (66 kW) @ 4,500 rpm
Capacity:	2384 cc
Torque:	124 Lbf (168 Nm) @ 2400 rpm
Gearbox:	VW four speed manual
Steering:	un-assisted
Brakes:	servo assisted - front disc, rear drum
Clutch:	single dry plate - mechanical cable activation
Suspension:	Front: coil springs with anti roll bar Rear: semi-eliptic leaf
Axles:	Front: independent Rear: rigid with hypoid differential
Speed-limiter:	exempt
Wheels:	6J x 14
Tyres:	205R 14C

DIMENSIONS

Length:	5305 mm
Width:	2040 mm
Height:	2570 mm
Wheelbase:	2950 mm
Rear overhang:	1245 mm
Front overhang:	1110 mm
GVW:	3500 kg

Driving impressions

Ease of driving satisfies Help the

The tail lift obstructs the rear doors - designated an emergency exit.

COMPARISONS

Vehicle	Unladen weight	Consumption	*Coachmart* issue
Mercedes 811/Beaver	4600 kg	17.44 mpg	January 18, 1990
MAN 11.180/Berkhof	7690 kg	14.78 mpg	February 1, 1990
Caetano/Optimo	3950 kg	16.99 mpg	March 15, 1990
Iveco 70.14/Beagle Optare SWB	5120 kg	14.25 mpg	May 24, 1990
Metrorider	4330 kg	17.16 mpg	June 21, 1990
Optare LWB Metrorider	5000 kg	16.48 mpg	June 21, 1990
MAN 10.180/ Jonckheere	7970 kg	13.82 mpg	August 16, 1990

FUEL ECONOMY

Odometer at finish:	2064 miles
Odometer at start:	1627 miles
Total distance:	437 miles
Fuel used:	136.68 litres (30.05 gallons)
Average consumption:	14.54 mpg

Fuel tank capacity 15.4 gallons - maximum range = 224 miles

Motorway section	173 miles	11.64 gallons	14.86 mpg
Trunk section	120 miles	8.35 gallons	14.37 mpg
Cross-country section	144 miles	10.06 gallons	14.31 mpg

Aged's requirements, but the Volkswagen LT cab has much in common with larger vehicles. High seat and flat steering wheel create a commanding driving position.

Both cab seats have reach and rake adjustment. They have hard wearing cloth trim which promises good comfort - at least on short trips. During the course of longer periods behind the wheel, the firm Teutonic upholstery of the curved back rest makes an impression.

Having climbed into the cab with the aid of the small built-in step, your driver is confronted by a plain fascia which is clear and simple to follow. A large analoque clock dominates the instrument panel alongside a speedometer of the same size.

It would be better to emphasise the more important dial and make its markings easier to read than Volkswagen's white numerals, needle and lines.

The column stalks are very well positioned with a quality feel. The dash mounted side/headlight switch is illuminated when the ignition is on - very helpful.

Only the radio/cassette and vehicle dimension notice are obscured by the steering wheel, consequently drivers should not be left fumbling about.

Visibility from the cab gives good commanding forward vision complemented by the vehicle's very good exterior mirrors.

The interior mirror was inadequate for reasonable use, so it mattered little that it was partially obscured when the sun visors are used.

Controls and pedals are within reach and easy to use. Car drivers will think footbrake and clutch pedals are high, but like the accelerator they are very satisfactory.

With only 1627 km on the clock it is reasonable to anticipate a stiff gear change, which improves in time. The standard four speed gearbox has a wide gate.

The handbrake is located out of sight and almost out of reach to the right of the driver - a position where it can be forgotten, particularly by volunteer drivers accustomed to a more familiar transmission tunnel location. Just in case, VW sites a conspicuous warning light among a group above the main dials.

A coolant warning light flashed obligingly during the early stages of the test. The handbook advised overheating or low coolant level. Investigation would have been straightforward but for the radiator top-up being under the engine cowl between the cab seats.

Out came the driver's seat and up went the insulated cover. No sign of overheating, and half a gallon of water resolved the panic. This mini-crisis identified the complexity of one routine check. Fortunately other checks are easier. ▶

Richards and Shaw seats: give good long term comfort.

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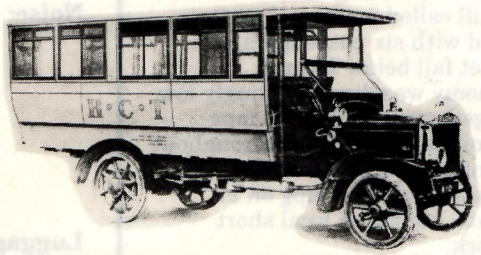

* Daimler Omnibus reproduction courtesy of British Motor Industry Heritage Trust.

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Help the Aged's VW: valued by elderly passengers.

Performance

VW's low compression petrol engine is very flexible and smooth down to 18 mph in fourth gear.

While ideal for local work, the increasing noise level above 55 mph shouted for a fifth gear. Nevertheless, legal maximum speeds are easily maintained.

Performance is good enough for respectable progress in most circumstances. Climbing our one-in-eight test hill called for second gear when loaded with six passengers, but speed did not fall below 25 mph.

Fuel economy was disappointingly low. Help the Aged expects up to 20 mpg from its minibuses. However, throughout the test, consumption remained consistently around 14.5 mpg on all types of route, including local short distance work.

Given reservations about fuel consumption and noise levels, the road test endorsed Help The Aged's faith in VW products. It is pleasant and easy to drive with good controls.

Manouevrability is very good, making it an ideal vehicle for house-to-house pick-ups.

A spacious comfortable passenger environment is only marred by an unpleasant ride on poor road surfaces. Sensitive driving should mask this deficiency.

Without five speed gearbox, VW's LT35 does not lend itself to long distance passenger carriage. For commercial application, moquette trim on the seats would be better, particularly where dual use is envisaged. Consideration of these specification details is recommended, because the build quality of the VW shone through sufficiently to justify its serious consideration if you are looking for a small versatile vehicle - with or without wheelchair facilities.

WHAT THE OPERATOR SAYS

Graham Lale, community transport manager for Help the Aged, told *Coachmart:* 'The Volkswagen minibuses stand up better in terms of bodywork than other vehicles.

'The rear doors are opened 48 times in the course of a normal day and corrosion is a problem on some other products.'

Extra space in the Volkswagen LT35 is valued by elderly passengers who regularly use the vehicle.

The average number carried being nine on a one-and-a-half hour trip.

Despite some reported problems with clutch life, VW reliability is enhanced by superb service back-up.

Fuel consumption varies according to use from 14 up to 20 mpg.

AT A GLANCE

Ride quality:	Good on level/straight roads. Front independent system absorbs shocks fairly well - rear less so. On poor road surfaces tyre noise and pitching dictate a sedate pace. Noticeably affected by side winds and slip stream from HGVs.
Steering:	Positive. Moderately light becoming heavy at low speeds. Very good in straight ahead position. Large wheel takes out some of the effort, but flat angle requires 'big bus' driving style.
Noise:	Engine noise prevents relaxed conversation. Excess wind noise from heating system. Rattles from tail lift and wheelchair clamps. Steel reinforced glassfibre roof squeak. Noise levels of 78 db(A) in the cab and 82 db(A) in the passenger saloon make long journeys tiresome, but no problem on short hops.
Luggage accommodation:	Over cab storage area. Limited space behind rear seats. Rear storage box for clamps. Useful glove box and front door pockets.
Security:	Same key for lockable steering column/ignition, front doors and petrol cap. Coach type lock on rear door.
Heating:	Powerful cab system and separate KL heater with two speed blower.
Ventilation:	Sliding vents in one window per side. Wind-up windows in cab doors. Fresh-air vents in dash.
Lighting:	**Interior:** Two roof mounted saloon lights with dim facility. Standard VW cab light and very powerful flood light for rear entrance. **Exterior:** Headlights out of alignment. Beam inadequate on main beam and poor on dip.
Handrails and guards:	Adequate provision either side of entrance area and on tail lift. Grab handle for driver's entrance.

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Standard Spec £15,950

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NEW IVECO 4510, high tube 18-seater, high back seats, tinted windows, luggage racks, quad vent, stereo/cassette, 4 speakers, body skirts, COF **£24,950**

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TALBOT 1000, 12-seater minibus, seats covered in moquette, plywood floor covered in lino, full soft trim, saloon heater, lights, COF .....**Diesel £9,950**

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1989 (F) MAZDA 2200, diesel, 14 seats, red with grey interior.

1989 (G) TOYOTA CAETANO OPTIMO, 21 moquette seats, radio/cassette, table, power door, many extras, annual August '91.

1986 (D) FREIGHT ROVER SHERPA, 16 + 5 standees, moquette bus seats, power door, diesel, annual 1 year.

1984 (B) FORD TRANSIT, diesel, overdrive, 16 moquette seats.

1988 (E) TALBOT EXPRESS 1500, petrol, 14 high back moquette seats, white exterior, blue interior, annual 1 year.

1973 (V) IVECO, petrol, 17 moquette seats, white exterior, MoT 1 year.

1986 (D) FORD TRANSIT, Sweet Sixteen, 2.5 diesel, 16 hi-back moquette seats, swivel door, annual August '91.

1990 (G) MERCEDES 408D, 15 seats, radio, 11,500 miles, curtains.

1986 (D) IVECO CAETANO VIANNA, 19 seater, diesel.

1988 (F) CITROEN C25, petrol, 12 seater, non PSV.

BUY NOW OR FACE THE MUSIC

Rod Davey brings *Coachmart's* Better Buy series to a close by pulling together advice from the UK's major coach dealers.

THE result of our survey of the coach market is unambiguous and the advice crystal clear. All dealers agree - buy your new or used coach now and take advantage of never to be repeated prices.

Coach operators should heed the warning signs that the market for both new and used coaches will harden considerably before the end of the year.

With book values still severely depressed, it is too easy to take a pessimistic view of the future.

But the tide is turning. Special offers are moving existing stocks of new coaches and the once embarrassing glut of secondhand coaches is slowly evaporating.

The post-deregulation flood of service buses has disappeared. Where can you find a good, cheap secondhand vehicle for contract or local service work. You will search in vain only to find you're too late - they've been scrapped.

The Barnsley scrap merchants have ensured that there's no longer a surplus at the bottom end of the market and cut backs by the manufacturers have done the same at the other end. Consequently, there's only one way prices can move - up.

Although many in the industry are delaying their vehicle investment decisions to see how the market will move, it will be the operators who invest now who will be out in front of the others. Investment decisions cannot be delayed for ever. Once the buying really starts the laws of supply and demand dictate that prices, held back for over two main seasons, will start to rise.

And those operators who were not among the first will live to regret it.

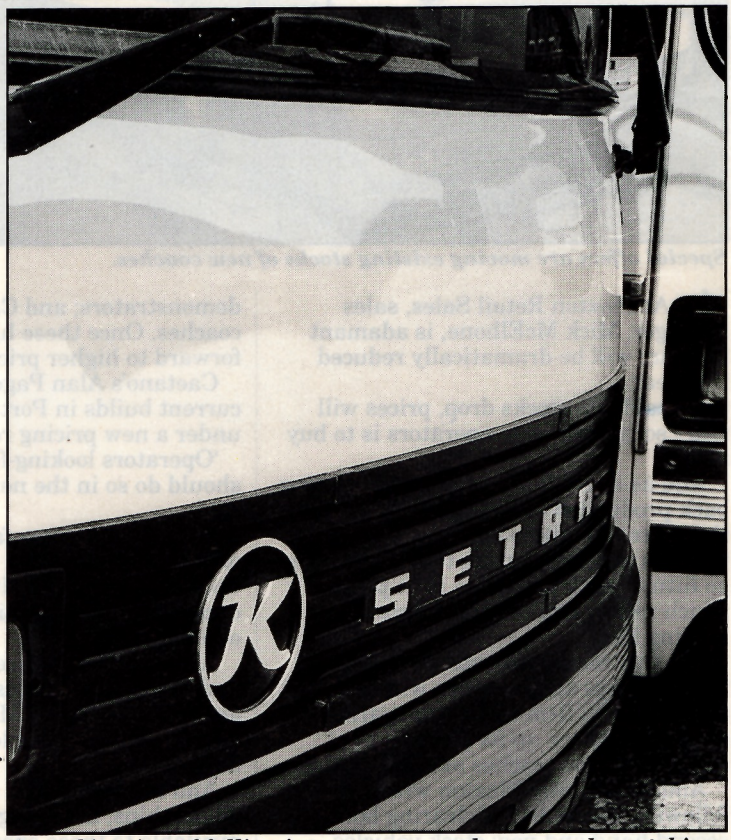
Looking at the coach supply side from the bottom up is instructive.

For example, cheap and cheerful motors which were in plentiful supply from private sales and auctions in the post-deregulation boom are noticeable by their absence.

Clearly, operators have been hanging on to their less-upmarket machines to ride out the recession with regular cash-flow from local authority contracts.

The building industry, like coach manufacturing, has been in recession for the last two years. Typically, it pulls itself up by its boot straps by an injection of low price starter homes on to the market.

This then starts a chain of purchases from one-bedroom accommodation, through low cost family homes, up to the four/five bedroomed detached houses and beyond.



A combination of falling interest rates and new supply matching demand will harden prices.

Operators who invest in vehicles now will be ahead of the game.

As most people buy houses in this property-owning democracy of ours, most are familiar with the phenomenon.

Many do not realise that this cumulative effect also applies to other markets as well - and works in very much the same way.

The same principle applies to the coach market, which has been suffering from a lack of 'starter homes' to pump-prime the market.

But one of the reasons operators have been hanging on to their old coaches is that residual values have held, taking inflation into account, at a static level.

The signs are that it is the value of old coaches at the bottom end of the market will begin to rise as residuals in the middle range plummet - as the dealers clear their stocks.

This in turn will give operators the incentive to upgrade their fleets from the bottom upwards.

Towards the middle of the market, in the £40-60,000 price range, stock holdings of used coaches have been at high levels. The industry has pointed to the root cause of Plaxton's troubles being its exceptionally large stocks, estimated in some quarters to be a parc of around 300 used vehicles.

But Plaxton Retail Sales is slashing prices in a bid to reduce its size. That it is working is illustrated by price-keen Irish operators parting with their pounds. ▶

Special offers are moving existing stocks of new coaches.

◀ At Plaxton Retail Sales, sales manager, Mick McElhone, is adamant the parc will be dramatically reduced this year.

He said: 'As stocks drop, prices will rise - so my advice to operators is to buy now.'

And as a result of Scarborough cutting back production so dramatically last year there are only three dozen new stock vehicles available at Anston. When these go future stock will come in at prices which reflect two to three years of holding back.

For this reason operators buying middle range used coaches will find that residuals will firm up as this market segment catches up its position in relation to new coaches at higher prices.

And its not only Plaxton which is following this policy of clearing both second hand and new stock vehicles. Yeates is offering a flexible structure for negotiation to allow keen deals to be struck in its 'used vehicle supermarket,' according to Brian Walker.

And at Salvador Caetano, with a used vehicle parc standing at 60 vehicles: 'Listed book prices have gone into the waste bin,' says Alan Page.

Despite carrying a large used fleet for coach hire, there is every indication, Hughes DAF will be offering keen deals to operators to upgrade their hire fleets.

'We are long term market-players,' said managing director, Bob McLeod. 'We might have lost market share but we intend to be there in the future.'

Supply in general is now aligning more closely with demand as cutbacks in Plaxton's manufacturing capacity are compounded by reductions in imported European coaches.

Besides the three dozen new stock vehicles of Plaxton, Yeates has a limited number of Plaxton and Duple bodies on Javelin, Tiger and B10M chassis.

Jonckheere has eight Volvos and three MANs for immediate delivery, Moseley only has three Bovas currently on-stream, Van Hool has two demonstrators; and Caetano has 15 new coaches. Once these have gone, look forward to higher prices.

Caetano's Alan Page warned that current builds in Portugal would come in under a new pricing regime.

'Operators looking for keen deals should do so in the next few months,' he said.

'Interest rates are falling so the prices of both new and used vehicles will firm up, harden and rise. It represents the opportunity of a life-time to do the deal of a life-time.'

Alan predicted prices will rise in July and August - a forecast backed up by Jonckheere's Barry McCrae. 'Prices rises will reach new stock levels by the end of September.'

And the best deals, according to the dealerships, are going to be only available to those operators purchasing without part-exchange - reflecting the dealerships' determination to reduce the high stock levels of used vehicles.

Outside the volume markets, supply has adjusted to reduced demand for some time now. Van Hool UK managing director, Vernon Edwards, explained why.

He said: 'With volume production, it is hard to turn the valve off - but it only takes producers like Van Hool and Eos manufacturing two to three months to adjust.'

Perhaps near the top end of the market, Kassbohrer Setra managing director, Jim Shuttleworth, saw associated movements in the market assisting his product.

'When Havelet Leasing collapsed it scattered quality coaches into parts of coach operation where such vehicles have hardly been looked at,' he said.

'I foresee qualitative changes and the level of enquiries has been enormous so far this year. I predict 1992 will be the year of the coach.'

One of the reasons Jim sees a future boom for the more expensive higher quality product is the attitude of the finance houses.

'Finance companies are noticing where the better residual values are - and are favouring balloon payments with such vehicles, making them easier to buy or lease,' he said.

But he struck a cautionary note regarding the reasons for the recession in coach building: 'We do not sell coaches to operators who can't afford them as this just stores up trouble for the future.' He foresaw a more stable market and advised operators to renew their fleets now.

Vernon Edwards had some more controversial observations to make about future residual values.

'It's all very well operators looking for good deals, but they must realise the hard bargains they are striking now will have a knock-on effect on the residual value of their existing fleets.

'Dealers have long memories which will affect future depreciation policy,' he added ominously.

But the signs are that the drops in residuals will be short-term, as the dealers clear their stocks of used vehicles.

A combination of falling interest rates and new supply matching demand will harden prices ready for 1992. Buy now or risk paying much, much more.

● If you have any comments you wish to make about the Better Buy series of articles then send your letters to Coachmart, EMAP Response, Wentworth House, Wentworth Street, Peterborough, PE1 1DS.

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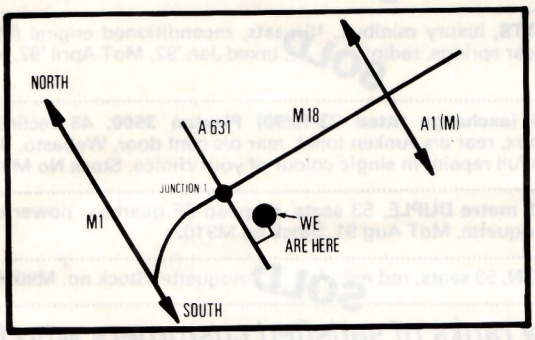

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Weekly report on law and the coach operator by Michael Jewell

Timewells Coaches gets a warning over its maintenance

THE maintenance arrangements of Timewells Coaches of Lydiate, Liverpool, were described as 'just about adequate' by the North Western traffic commissioner, Martin Albu.

The company had been called before the commissioner at a Manchester public inquiry, after applying for the renewal of its seven-vehicle licence.

DTp vehicle examiner, Eric Bober, told the inquiry that he had carried out a maintenance investigation in February.

The vehicles on the licence were used on private hire and contract work within the UK. He issued one immediate prohibition and three delayed notices. Of three vehicles recently submitted for annual test, one had failed due to low brake effort.

Vehicle inspections were carried out by the principal director, Alan Pearce, at four-weekly intervals. Mr Pearce also carried out most of the maintenance with the assistance of an apprentice fitter. Any work which he could not undertake was contracted out.

The workshop facilities at the site were limited for public service vehicles as there was no under-vehicle inspection facilities. There was a driver defect book in operation.

The drivers were a mix of part-time and full-time staff and while there seemed to be an effort by the full-time staff to see that the reporting system was working, there had been problems with the part-timers.

The inspection records were inadequate, as mileage had not been noted, brake test results had not been entered and some were unsigned. There was ample room for the vehicles to be parked at the operating centre, but during the day vehicles were seen to be parked on the road outside.

Mr Bober said that Mr Pearce was a skilled fitter and capable of doing the work but he felt that the facilities were inadequate. A warning letter had been issued in 1974. There was an unsatisfactory maintenance investigation in 1975 and a further warning letter was issued. In 1976 the company appeared at a public inquiry. It was taken over by the present owners in 1978, but there was another warning letter in 1979. In 1985 an unsatisfactory maintenance investigation was carried out and a warning letter was issued. There was an accident investigation in 1985 arising out of parking on the road side.

Traffic commissioner was told inspection records were inadequate.

In 1986 there were complaints from 20 residents about roadside parking and in 1987 there was a further accident investigation followed by a maintenance investigation. Three vehicles were examined with three prohibitions being issued. Two vehicles were subsequently refused clearance.

Mr Albu commented that he was only concerned with matters after 1986.

Mr Pearce said that his son had come into the business to help with the maintenance but last year he went sick with a major illness. However, he was now back with the firm. Three vehicles had been for their annual test since Mr Bober's investigation and had passed first time. The company was now using a new sheet for recording the inspections and the records were kept in month order rather than vehicle order.

Mr Albu said that it was better to keep inspection sheets in vehicle order rather than in monthly order.

Mr Bober said the new forms were satisfactory as long as everything was filled in.

After Mr Albu had said that the fact remained that in February the company's vehicles were not in a very good condition, Mr Pearce said he was aware that the vehicles should be up to standard at all times. The faults would all have been rectified before the vehicles were sent for annual test. He had with him a letter from a local firm which was prepared to let the company use its inspection pit. He was an experienced fitter and he had been responsible for the vehicles' maintenance for 10 years. He did as much as he could but he did drive the vehicles as well. With his son back in the business they could now get back to normal. With three of them, they could look after seven vehicles. The vehicles were inspected every month irrespective of mileage.

Mr Albu said that the length of time between inspections depended upon how many faults were being found on the vehicles. If vehicles were being inspected every six weeks and a lot of faults were being found, then the period should be reduced.

Admitting that the company had been convicted of three offences at Birmingham magistrates court which had not been notified to the commissioner, Mr Pearce said that an offence of having an uncalibrated tachograph arose through an oversight. Since the conviction for using the wrong type of tachograph chart, the company had ordered all the same type of charts. The vehicle without the required legal lettering had just had a paint job.

Mr Albu said the company was required to let the traffic area know about any convictions, even if they were not relevant to its licence. That applied to convictions of drivers as well.

Renewing the licence without taking any disciplinary action, Mr Albu said the company had just recently got all its vehicles through annual test and that showed that it could do the job. Unfortunately that was not the state of affairs found by the vehicle examiner in February. He warned that the company must keep up with the jobs and listen to advice from the vehicle examiners.

Driver has licence application refused

COACH driver, Thomas Holden, who wants to go into business on his own, has had his bid for a licence rejected by the North Western traffic commissioner, Martin Albu.

Mr Holden, who intended trading as Holdens Minibus Hire, of Great Harwood, Blackburn, had applied for a new restricted licence authorising the operation of one vehicle.

Mr Holden told the traffic commissioner that he wanted to vary his application to two vehicles as he already had one minibus and had also ordered a new vehicle for delivery in June.

He added that his mother was putting up the finance and that he and an employee would be driving the vehicles.

Mr Albu said Mr Holden would need a full standard licence if he was going to become a full-time public service vehicle operator and ▶

Weekly report on law and the coach operator by Michael Jewell

◀ that he could only be granted a restricted licence if the operation of public service vehicles was not his main business.

For a full licence to be granted, Mr Holden needed a Certificate of Professional Competence.

The commissioner added that he could not grant Mr Holden a full licence as he did not have a CPC and he could not grant him a restricted licence for a business which was going to be his main occupation.

He said there were places which would train Mr Holden for the CPC examination.

It was just a question of when the next exam took place. As that was the law, he was afraid he would have to refuse to grant Mr Holden a licence.

Sargents claims vandalism made it move its premises

SARGENTS Coaches claimed at a public inquiry that it has been forced to move its depot because of vandalism to both the premises and its vehicles.

This was revealed by a director, Ronald Sargent, when the company appeared at disciplinary proceedings before the South Wales traffic commissioner, John Mervyn Pugh. Mr Sargent said that the firm had moved from the Ely area of the city to Leckwithon on the outskirts.

For the company, David Stewart said that it had been operating since 1979, and though it at one time had a fleet of 17 vehicles, it was now down to running four - two coaches and two minibuses.

In reply to Mr Mervyn Pugh, Mr Sargent agreed that three immediate prohibitions had been imposed on the company's vehicles in December. He said that problems had arisen when the company's fitter of eight years' standing had taken some time off due to family illness. The result was that the job had not been done properly.

Mr Pugh said that it was a case of a good operator for a number of years getting into trouble when suddenly stress on the company's fitter resulted in immediate prohibition notices being issued.

'Over the past 12 months your safety awareness has declined to such an extent that I considered very seriously suspending your licence forthwith,' said Mr Mervyn Pugh. However, he said he believed the company could be saved if it took on board the advice given and brought in the system of maintenance recommended in South Wales. He also advised Mr Sargent to get rid of any coaches that were in poor condition.

Curtailing the authorisation of the licence to two single-deckers and two minibuses, and directing that the licence be suspended unless they were all put through the MoT test within four days, Mr Mervyn Pugh also cut the duration so that the licence now expires at the end of August.

He said he felt there was a slight wavering in relation to the company's financial standing, as he had found it difficult to follow the sale of some of its vehicles. He said when the company applied to renew the licence, he would look at its financial situation before coming to any decision.

He said: 'The decision is harsh, but it is my duty to see that passengers are carried on safe buses at all times.'

Applications

● A BID by Richard Ward, trading as Bucknall and Island Minibuses, of Hayling Island, Hants, to increase the authorisation on his licence from one to four vehicles, and to change from a restricted licence to a standard national, was granted after the South Eastern traffic commissioner, Brigadier Michael Turner, decided not to take any disciplinary action at an Eastbourne public inquiry.

● THOUGH deciding not to take disciplinary action against Luis and Celia Silvosa, trading as Autoways, of Hythe, Southampton, Brigadier Turner, renewed their restricted licence for one vehicle instead of the two applied for, for two years.

Swansea operator told he could lose his licence

A PORT Tennant, Swansea, operator has been warned that the chance of his licence being revoked is 'very high.'

South Wales traffic commissioner, John Mervyn Pugh, told William George Briggs that he was in serious trouble and that he had put the jobs of his eight employees at risk following convictions for using drivers who did not have PSV licences.

A Cardiff public inquiry heard that Briggs had been convicted of the offences in 1989 and this year and had two prosecutions pending for the same offence.

He was also appearing in front of Mr Mervyn Pugh because of the number of prohibition orders issued on his vehicles.

Commissioner worried about offence repetition.

He was told that his licence would be suspended unless he had both his single-decker vehicles - used on works and school contracts - MoT tested within 72 hours. Briggs was also forbidden from hiring in any vehicles.

Adjourning the case until June, Mr Mervyn Pugh said it seemed that Mr Briggs did not know a great deal about PSV operation as the same sort of offence kept cropping up.

He added that one offence might be acceptable, but he could not be convinced that he had learned his lesson.

The commissioner told Mr Briggs: 'What worries me is the persistent repetition. One offence I could take on board, but there are three.'

Mr Mervyn Pugh advised Mr Briggs to take legal advice as he would have to consider at the next hearing whether Mr Briggs still met the requirement of being of good repute

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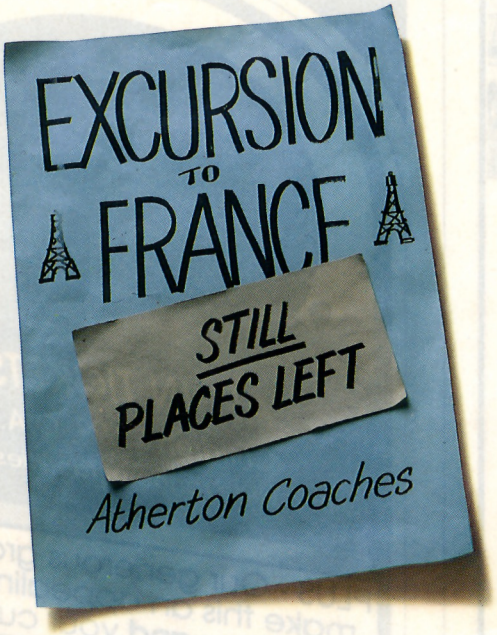

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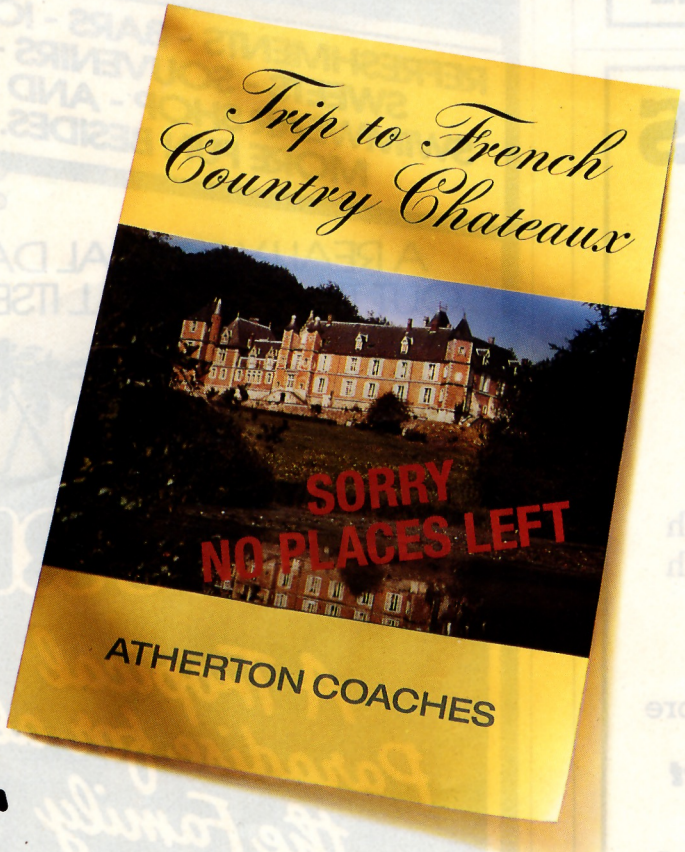

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Wembley tour is bang on target

SOCCER'S best-known venue, Wembley Stadium, has had an encouraging kick-off to its new tour programme.

The FA Cup final venue has come a long way since it was designed as a sporting venue. Now, pop concerts and other crowd-pullers have given Wembley Stadium wide appeal.

The Wembley Stadium tour lasts over an hour, during which visitors are treated to the sound of a crowd of 80,000 cheering them on to the pitch, get a land train ride, sit in the Royal Box, hold up the 'FA Cup,' and hear Wembley's history.

The stadium has added a trip to the mini-hospital and a look at Wembley's nerve-centre - the Gold Control area. The visit ends with refreshments and a trip to the Wembley gift shop.

The Wembley Stadium tour costs £3.50 for adults, £2.50 for children and OAPs, with one in ten tickets free. Tours run from 1000 to 1600 hrs.

Full details are from Wembley Stadium Tours, Tel:081 902 8833.

Flower show at Palace

HAMPTON Court is taking last-gasp bookings for the International Flower Show from coach operators.

The July 11 to 14 event is sited on 22 acres of Hampton Court Palace's grounds. Most types of horticulture - including the annual British Rose Festival - are represented in a relatively up-market show near one of Britain's homes of Royalty.

Bookings for 45 or more will enjoy a 10 percent discount on the £10 entry fee (senior citizens £7.50 and children under 15, £5).

Full booking details are from The Hampton Court Palace International Flower Show, Westfield House, Hampton Court, East Moseley, Surrey KT8 9BX, Tel: 071 922 6104, Fax: 081 977 0053.

Greenwich Passport offers year-round value

A HEFTY 20 percent discount awaits operators booking for Greenwich's major attractions this summer.

The Maritime Museum, Greenwich Planetarium, Old Royal Observatory, Queen's House, Cutty Sark and this summer's Henry VIII Exhibition are all included on Greenwich Park's Passport Ticket. The ticket itself can later be exchanged for an annual pass to the complex.

A programme of special events at Greenwich Park offers a number of very English pastimes which should entertain incoming groups. On July 21, an unusual 'Baroque 'n' Roll dance is staged as part of the 500th anniversary of Henry VIII celebrations.

On July 28, Morris Dancers will be featured in the grounds, while falconry is the special feature of August 4. National Lacemaking Day is on September 14 in the Queen's House.

Passport Tickets, normally £5.95, are £4.76 for groups of 20 or more, and Family Passports are discounted to £9.56. Concessionary tickets are £3.16.

Full details of the attractions and forthcoming events are from the National Martime Museum, Romney Road, Greenwich SE10 9NF, Tel: 081 312 6636.

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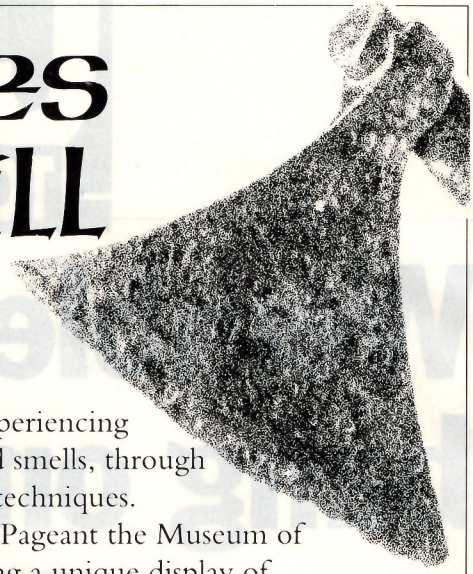
- Illustrated Battle Trails through picturesque countryside (open all year).
- Series of Mediaeval Attractions July - September.
- Follow road signs off A447, A444, A5 and B585 in vicinity of Market Bosworth, Leicestershire.

Project Manager Director of Property
Rural Practice Division
Leicestershire County Council

Enquiries: Market Bosworth (0455) 290429
Bosworth Battlefield Visitor Centre & Country Park, Sutton Cheney, Market Bosworth, Leicestershire.

An enterprise of Leicestershire County Council England

Viking hordes on Tower Hill



Viking hordes have been sighted at Tower Hill in the City of London – as have Romans, Christopher Wren, and the Luftwaffe.

From late Summer 1991, visitors to London will be able to experience the same sight; London's first dark ride museum, illustrating 2,000 years of the City's colourful history.

Developed by the Culverin Consortium in association with the Museum of London, the Tower Hill Pageant will be a major new tourist venue.

The Pageant is located within the Tower Hill Vaults, next to the Tower of London. Visitors will travel in automated cars through the City's history, experiencing sights, sounds and smells, through the latest display techniques.

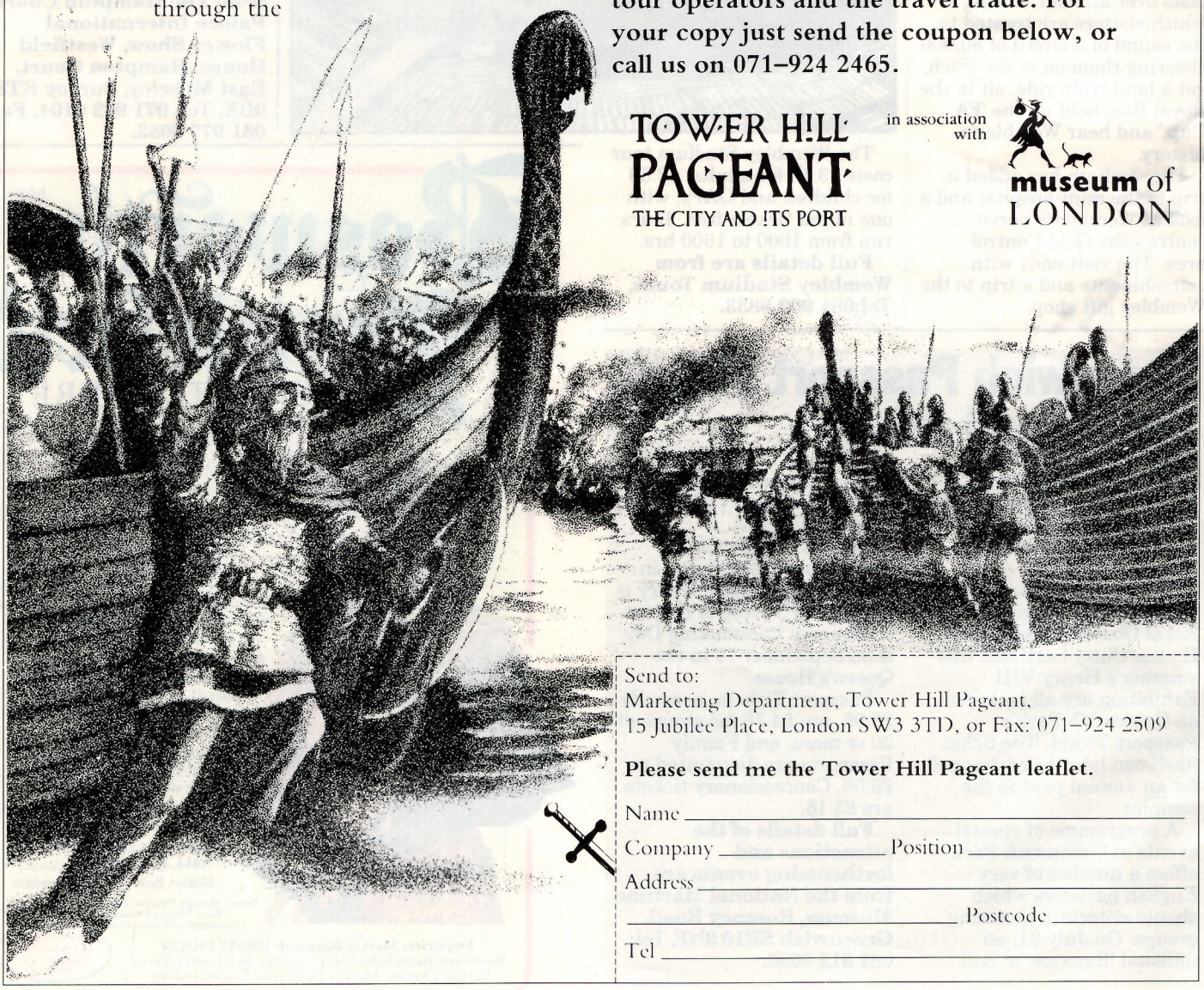
Within the Pageant the Museum of London are staging a unique display of waterfront archaeological finds and the complex also includes shops and restaurants.

The Tower Hill Pageant will cater for over 500,000 visitors a year, appealing to domestic as well as overseas tourists.

A special leaflet has been prepared for tour operators and the travel trade. For your copy just send the coupon below, or call us on 071–924 2465.

TOWER HILL PAGEANT
THE CITY AND ITS PORT

in association with museum of LONDON



Send to:
Marketing Department, Tower Hill Pageant,
15 Jubilee Place, London SW3 3TD, or Fax: 071–924 2509

Please send me the Tower Hill Pageant leaflet.

Name _____

Company _____ Position _____

Address _____

_____ Postcode _____

Tel _____

Costner prompts Robin Hood push

NOTTINGHAMSHIRE will attempt to capitalise on the expected success of two films depicting the county's most famous prodigy, Robin Hood, with a series of tourism events targetted at the group operator.

The first Robin Hood film is already on general release, while Robin Hood: Prince of Thieves, starring Oscar-winning actor Kevin Costner, gets it European launch at the Showcase Cinema in Nottingham next month.

From the week July 22 to 28, the Sherwood Forest Visitor Centre near Mansfield hosts the seventh annual Robin Hood Festival, while October 23 -27 sees the Robin Hood Pageant at Nottingham Castle.

Other events in the region include the Cricket Test match at Trent Bridge, July 4 to 9, the Federation Cup at the city's international tennis centre, July 21 to 28, the Nottingham City Show on September 1, the Goose Fair on October 3 to 5 and Nottingham's Real Ale Festival from October 17 to 20. A series of events in Autumn 1992 will mark the 350th anniversary of the Civil War, which started in the city.

Thirteen hotels in the region, including the city's premier Royal Moat House Hotel, are offering a special Robin Hood Rate of £25 per person for bed and breakfast throughout August and at weekends in September.

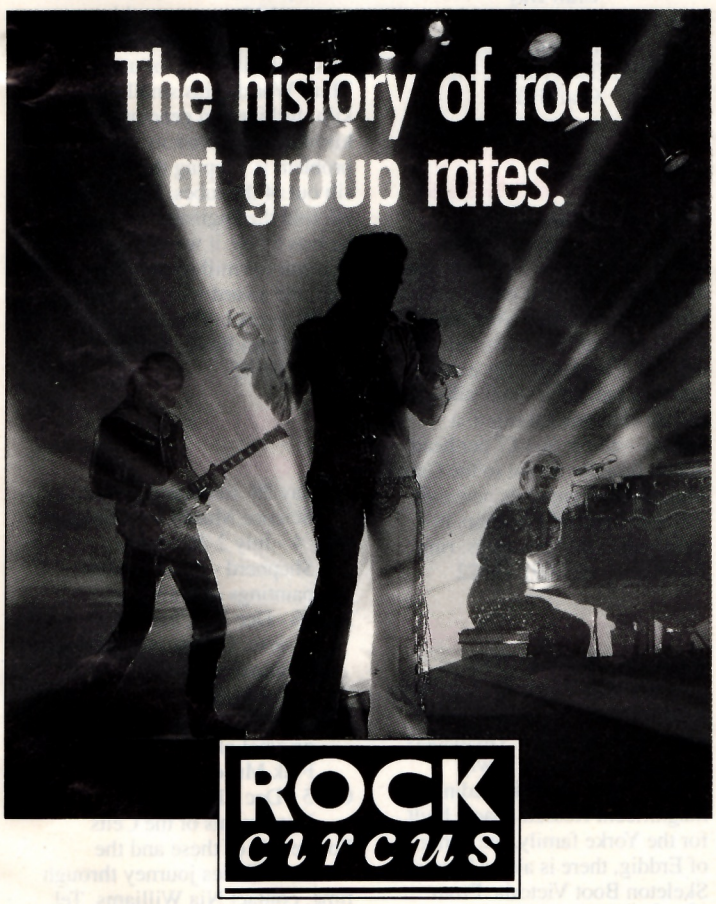
All tours are likely to include the Tales of Robin Hood Centre, a two-hour purpose-built 'experience'; the city's castle; the Trip to Jerusalem, reputed to be the oldest pub in England; the 'Major Oak' and Edwinstowe, the village where Robin Hood is supposed to have wed Maid Marion.

Robin Hood Festival: uses Oscar-winner for publicity.

But it's not all Robin Hood, as the city is also renowned for its lace making, the William Booth memorial complex, and further afield Newark Castle and Newstead Abbey.

Nottingham itself has half-a-dozen long-stay coach parks, including a new free site on Wilford Street near the castle, and six free setting-down points.

The programme of events is co-ordinated by the county council's tourism section at Trent Bridge House, Fox Road, West Bridgford, Nottingham, Tel: 0602 824215. Group rates for attractions are negotiable, with standard discounts for one-off visits, but it is best to contact each attraction. They are: **Tales of Robin Hood, 0602 414 414; Sherwood Forest Visitor Centre, 0623 824490; Lace Centre/Hall, 0602 413539/484221; Nottingham Castle, 0602 483505; City Council Tourism, 0602 483500.**



Special discounts for groups. Available for functions. Tel. 071-734 7203 for details.

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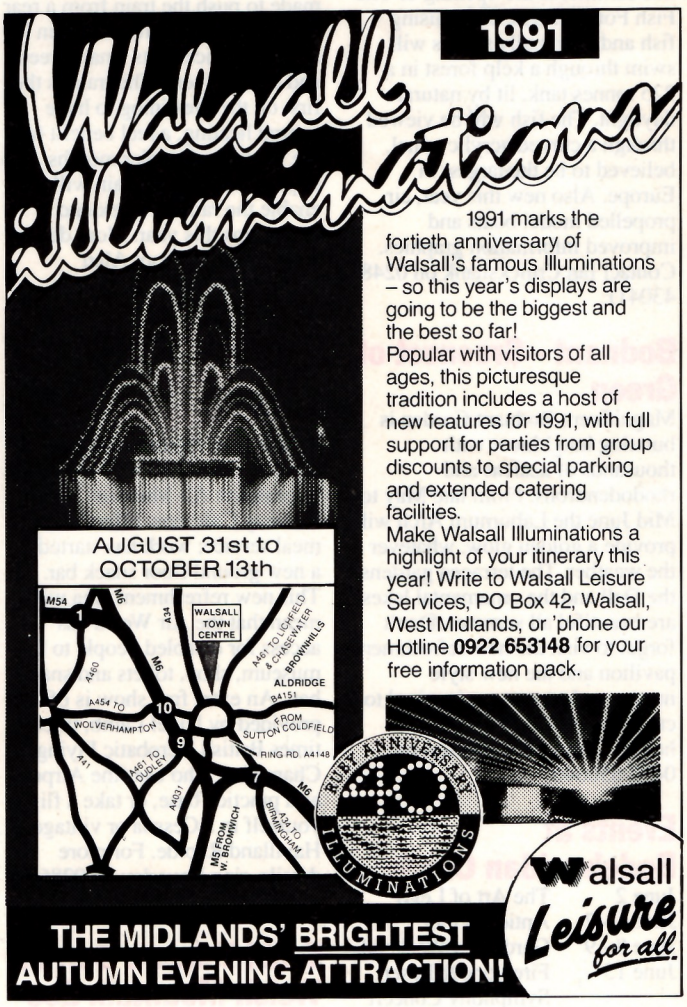

1991
Walsall Illuminations
AUGUST 31st to
OCTOBER 13th
M54
M6
A34
WALSALL TOWN CENTRE
A461 TO LICHFIELD & CHASEWATER
BROWNHILLS
ALDRIDGE
B4151
A454 TO WOLVERHAMPTON
FROM SUTTON COLDFIELD
RING RD. A4148
A461 TO DUDLEY
A4031
M6 FROM W. BROMWICH
M6 TO BIRMINGHAM
A41
A460
10
9
7
RUBY ANNIVERSARY
ILLUMINATIONS
1991 marks the fortieth anniversary of Walsall's famous Illuminations – so this year's displays are going to be the biggest and the best so far!
Popular with visitors of all ages, this picturesque tradition includes a host of new features for 1991, with full support for parties from group discounts to special parking and extended catering facilities.
Make Walsall Illuminations a highlight of your itinerary this year! Write to Walsall Leisure Services, PO Box 42, Walsall, West Midlands, or 'phone our Hotline 0922 653148 for your free information pack.
THE MIDLANDS' BRIGHTEST AUTUMN EVENING ATTRACTION!
Walsall Leisure for all

News from

The TEN TOP ATTRACTIONS of North Wales

Location - Portmeirion

The setting for "The Prisoner" TV series, Portmeirion has recently seen a lot of film crews. Watch out, next year for "Prime Suspect" a new feature film starring Liam Neeson and Laura Ciacomo (Sex, Lies & Videotapes). Before that it will feature in the magazines Brides, Setting up Home, Harper & Queens and Austin Reeds' catalogue. From the sublime to the ridiculous, every Tuesday and Wednesday, through the summer, Punch & Judy will be performing on the Piazza. For details of all year opening, new facilities and reduced winter rates, contact Robin Llywelyn on 0766 770228.

The Big Fish Forest & More TV

David Attenborough's "Wildlife on One" and the childrens "Really Wild Show" have both featured Anglesey Sea Zoo. Big news for this summer is the opening of The Fish Forest. Rays, big cruising fish and eventually sharks will swim through a kelp forest in a 225 tonnes tank, lit by natural daylight. The fish will be viewed through a curved acrylic panel, believed to be the largest in Europe. Also new this year, air propelled model boats and improved information graphics. Contact Ian Cruickshank on 0248 430411.

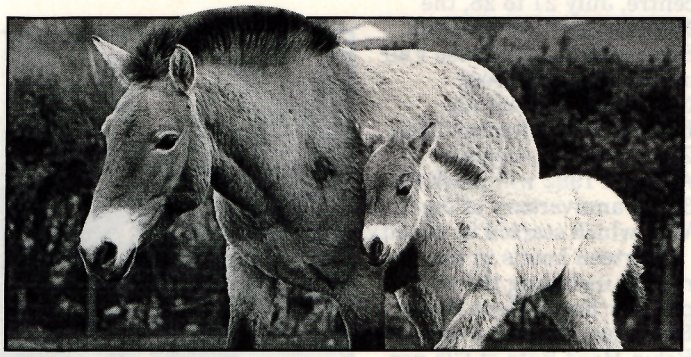
Bodnant - Greenest of Green

Magnificent Bodnant Garden is bursting into bloom with thousands of azaleas and rhododendrons. From late May to Mid June the Laburnum Arch will provide a golden glow, whatever the weather. The terraced gardens, the Dell and the ornamental lakes are beautiful all summer. Don't forget to visit the new refreshment pavilion and the new style nursery, when you are inspired to create your own Bodnant - at home. Contact Pat Jackson on 0492 650640.

Events at Bodelwyddan Castle

June 2	The Art of Lego
June 1 - 2	Antiques Fair
June 8 - 9	Gardeners Weekend
June 15	Firework & Laser Symphony Concert
June 22 - Sep 1	Puppet Playworld
June 22	Blues Jamboree
Sept 22	Historic Vehicle Rally

More details of this beautifully restored Victorian mansion, its paintings, sculptures, gardens and other attractions, contact Clare Cookson on 0745 584060.



New Comforts on Ffestiniog Railway

A new train has been introduced by FR. Built at their Boston Lodge Works, it sets new standards of comfort for passengers. Known as "push-pull" train, because the loco can be made to push the train from a rear compartment control, the train is now in service in its smart green and cream livery. The train is the first on the Ffestiniog to have central heating, a real benefit for the winter and cooler months. It is hoped that the new train will enable the railway to extend operations this year. More details and timetables from Alan Heywood, 0766 512340.

Improved Access for Disabled at Caernarfon Air World

A new shop featuring aviation themed goods has been opened in Caernarfon Air Museum; the Runway Cafe now offers a full meal service; work has started on a new ground floor snack bar. This new refreshment area will mean that the Air World has access for disabled people to the museum, shop, toilets and snack bar. An extra free show is often provided by Nigel Lamb, three times British Aerobatic Flying Champion, who uses the Airport as a practice base, or take a flight yourself in a Cessna or vintage de Havilland Rapide. For more details, ring Beverley on 0286 830800.

Takhi Takes a Bow at Welsh Mountain Zoo

Przewalski horses became extinct in the wild, but a world wide captive breeding programme has proved a great success, with the first captive born horses being released into the Gobi desert last year. Takhi is a female foal, the first to be born in Wales and now to be seen living with the herd at the Welsh Mountain Zoo. See other new babies, the new Chimpanzee World and these special events. Contact Beryl Hughes Lewis, 0492 532938.

June 8	Conservation & Animal Magic Day
June 22	Gardeners & Country Craft Day
July 13	Zoo Federation Birthday Party
August 31	Teddy Bears Picnic
Sept 4-5	Craft Fair

New Group Packages on Llangollen Canal

The timeless relaxation of a horse-drawn barge trip to the famous Horseshoe Falls can now be combined with a return ride on Llangollen Railway. Another new group package this year, is a great day out. This comprises a canal cruise, a meal at a canal side inn and an entertaining trip to a Smithy - all for just £7 per head. Allow time for a visit to the Canal Museum and enjoy its new cafe and well stocked gift shop. For information and bookings, ring Peter Jones on 0691 75322

Erddig Has a Face-lift

Erddig, the National Trust property near Wrexham is looking wonderful after a huge external painting programme. On display, for the first time are newly renovated carriages including the magnificent Rossett coach, built for the Yorke family, the donors of Erddig, there is also a beautiful Skeleton Boot Victoria. From July, visitors will be able to watch the coach conservation specialist at work. Open daily, except Thursdays and Fridays until October 13th. Details from Ann Dillon on 0978 355314.

Use "Real Money" Again at Llechwedd Slate Caverns

There are new additions to the Victorian Village at Llechwedd - a Victorian Police Station and Greenway & Greaves Money House. Here you can change your money into Victorian coinage and use it to spend at any of the old shops or the Miners Arms Pub. At the Smithy there is a working blacksmith, once again producing "Scribes" on site. Remember Llechwedd is now open all year. Bring your group in December, any weekend or Christmas Eve, for "Christmas Underground". Details from Glenda Jones. Tel. 0766 830306.

Third World First at Penmachno Woollen Mill

Penmachno Mill has always been powered by water, first the 18th century water wheel, then a three tonnes, 19th century turbine, now by a small turbine designed by Salford University for use in the Third World. This small (100 kilo) turbine can generate 20 kilowatts of electricity. The only problem is keeping the leaves and silt out of the tubes. Ifan Jones, 80, told the engineers that when he was a boy, it was full time job to clean the mill stream. Enjoy the mill, the award winning shop and the Weavers Loft cafe. More details from Kathy Senior, Tel. 0690 710545.

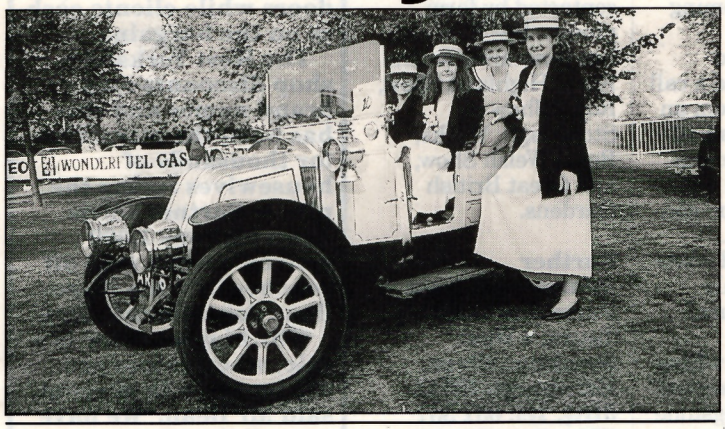
Exhibitions at the Museum of the North

To May 29 Recorded Sound, a Science Museum Exhibition.
May 4 - July 2 Snowdon Shepherd - Keith Bowen, paintings & drawings
June 6 - Dec 31 Charting a Course. Charts, navigational equipment, model ships - a major exhibition.
Oct 4 - Apr 23 Display of original old bicycles. Welsh Folk Museum Exhibition.
Oct 5 - Dec 31 Musical Instruments of the Celts

For details of these and the Power of Wales journey through time, contact Nia Williams, Tel. 0286 870636.

For general information about Ten Top Attractions or if you would like to join an Autumn Familiarisation Visit, ring Gwen Manchester, 0492 878965.

Coventry launches one-day breaks



COVENTRY'S answer to the London to Brighton car rally, the Shakespeare Run on September 1, is one of the attractions being sold to groups in the city's day trips programme.

Coventry Tourism has arranged six themed day itineraries for coach operators with prices starting at £5 a head. They include visits to the cathedral, transport nostalgia at the Museum of British Road Transport, car factory tours, a visit to the organic wine fair mid-July, and on August 24 to 26, the Town and Country Festival.

Meals are included in several of the packages. The Flavour of Coventry, for instance, includes visits to Coventry Cathedral, Ryton Gardens and lunch at a top hotel in its £16 price. The museum visits includes a '40s style tea dance.

Full details are from Linda Jackman, Coventry Tourism, Tower Block, Much Park Street, Coventry CV1 2PY, Tel:0203 831289.

Sussex steam museum for £1.50

A NEW steam engine museum has opened in East Sussex, just half a mile from the National Trust's moated castle at Bodiam.

The Quarry Steam Museum houses nine restored engines - one in steam every day - together with a working farm, tea room and giftshop. Children can touch many of the farm animals and watch the daily falconry display.

The museum is, in fact, the private collection of Donovan Eastwood, who bought Quarry Farm to show off his vehicles - traction engines and a steam roller - to the general public. The site was formerly a Guinness hop-growing yard.

Admittance for the public is just £2, with a 50p reduction for groups of 15 or more. Children from 5 to 15 go in at half price.

Details are from John Eastwood or Pamela Sharp, Tel: 0580 830670.

HISTORIC Dockyard at Chatham wheeled out the big guns for London and south-east operators - quite literally. The familiarisation visit witnessed the firing of two restored guns from the Ordnance Collection. The trip was hosted by Best Western and Rochester City Council, who took the group camp cooking at Amherst's Napoleonic Fort during a packed itinerary.

Steamed fish?

PAIGNTON's steam railway has added special dining cars to its rolling stock - including a 1930's carriage, the Duchess of York, actually christened by the Queen Mum while she was the Duchess.

The carriages can between them cater for up to 70 passengers, or over 100 at a buffet meal. The Duchess is authentically restored with wood panels and plush furnishings. It can seats 28 for dinner or lunch.

A redecorated lounge car, the Claire, is bookable for cocktails while the third car, Nina, is a former first-class BR carriage redecked with 44 dining seats.

Details of bookings for both are from the Paignton and Dartmouth Steam Railway, Queen's Park Station, Torbay Road, Paignton TQ4 6AF, Tel: 0803 553760.

Big names at Southend

A WEEK-LONG programme of open-air concerts is staged at Southend's Priory Park at the end of July.

Stars such as Bertice Reading, Alan Price and the BBC Radio Big Band put in an appearence starting July 20, with seats available from £5 upwards. Stage area and grandstand are covered, and the venue will have a licensed bar.

Full details are from the Festival Box Office, Tel: 0702 355120.

Pullman merges

PULLMAN International Hotels has merged with Accor - which includes Novotel, Mercure, Sofitel and Ibis/Urbis. The London sales office for resort hotels abroad is now based at Novotel's office at Hammersmith International Centre.

Farm tour operator gives coaches the vote

ONE of Britain's most unusual special interest tour operators has given the coach industry a thumbs up after two years in business.

Farm and Country Tours specialises in taking foreign farmers around the agriculture of Britain. The exclusive 12-passenger packages cost well over £1,000 for 14 days, giving visitors an insight into farming methods as well as taking in the sights of the English, Welsh and Scottish countryside.

'The coach operators we have used have been of a good standard,' said F and C director Dierdre Livingstone. 'I have had only one complaint in the two years about the quality of service, but I have to push hard on price. My thinking is that if you don't ask you don't get.'

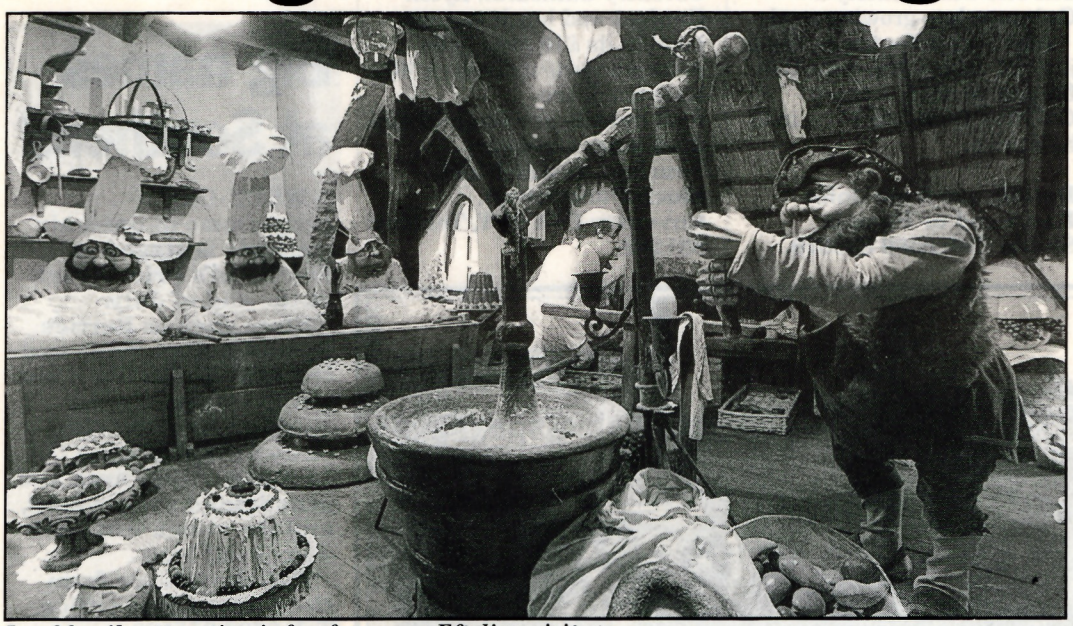
She said business this year had been difficult due to the Gulf War and the recession but that farmers keep coming to Britain from Scandinavia and elsewhere: 'I had a call the other day from an operator who had 40 Japanese farmers in tow and needed an appropriate tour,' she told *Coachmart*.

'I get annoyed when I see continentals taking agricultural visitors around Britain. This is where our operators lose out.'

Dierdre Livingstone said she could arrange tour itineraries for operators who are contacted by farm groups. Her firm also has itineraries for the Royal Highland Show, Royal Show at Stoneleigh, Warks, Royal Welsh Show, and Great British Gardens.

Further information from Farm and Country Tours, 4 West Stanhope Place, Edinburgh EH12 5HQ, Tel: 031 337 7722, Fax: 031 337 3900.

Efteling rock 'n' rolling



Laaf family attraction is fun for young Efteling visitors.

EFTELING has attracted 300,000 visitors in the first month of its summer season, 5,000 of which were British.

The Dutch theme park - which has the rock 'n' roll '50s as its special theme this year - expects to hit the 50 million mark in 1991. It is still growing, with a new wooden roller coaster ride based on America's Coney Island due to be finished midsummer.

Ideal for family groups, the venue creates characters such as the Laafs which small children should enjoy. White knuckle rides suitable for older children are featured among its 68 attractions.

Packages for Efteling are available from Olau Line and Sally Ferries. A typical four-day Olau Line package, including a full day at Efteling, is £76 for an adult, £65 for children.

Efteling is in south-west Holland, around $1\frac{1}{2}$ hours from Rotterdam and a little longer from Vlissingen.

Details of Efteling are available from Europalaan 1, Postbus 18, 5170 AA Kaatsheuvel, Holland, Tel:010 31 4167 88111, Fax: 010 31 4167 81095. Olau Line packages are available by 'phoning 0795 666666, quoting Tourplan OLSG - 11 as a reference.

Beans means pounds

BRADFORD clothes outlet Beans claims operators are cashing in on day trips to its doors while clients cash in on the bargains.

The West Yorkshire shop discounts major brand names and this has been the attraction for thousands of housewives facing the pinch. Partner Chris Bean reckons 1,000 women a week step off coaches into his three-floor department store.

'The biggest draw is a sale, when prices are cut by up to 75 percent,' said Mr Bean. 'We have a small list of operators we keep informed of sale dates and they find this a food time to visit.'

A visit to the store can be linked to nearby Bronte Country and to visits to Britain's largest cinema screen at the massive Imax Cinema just half a mile away. The cinema shows mainstream films.

Details of Beans are from Chris Bean at 203 Westgate, Bradford, West Yorkshire BD1 3AD, Tel: 0274 725177, Fax: 0274 390872. Brochures are available on request and there is limited free coach parking.

Tattoo ends in fireworks

DERBY hosts a Military Tattoo on July 6 and 7 which ends in a synchronised fireworks display each night.

The musical show is based at Markeaton Park, starting 7 pm both Saturday and Sunday. Discounts are a free ticket in every 10 sold to coach operators, with ticket prices from £6 down to £3.50 for concessions. Plenty of coach parking is available free.

Details of the Military Tattoo are from Assembly Rooms Box Office, Tel:0332 255800.

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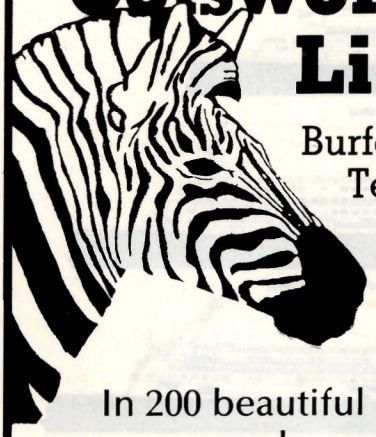
St Andrews, Fife KY16 9AB
Telephone: 0334 78880

Call for details of opening times and charges.
Group rates available.

British Golf Museum
St Andrews

Cotswold Wild Life Park



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Sunday 12 noon to 6.00p.m.
Last admission
1½ hours before closing.

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Group Rates
Adult £3.60 Child £2.75

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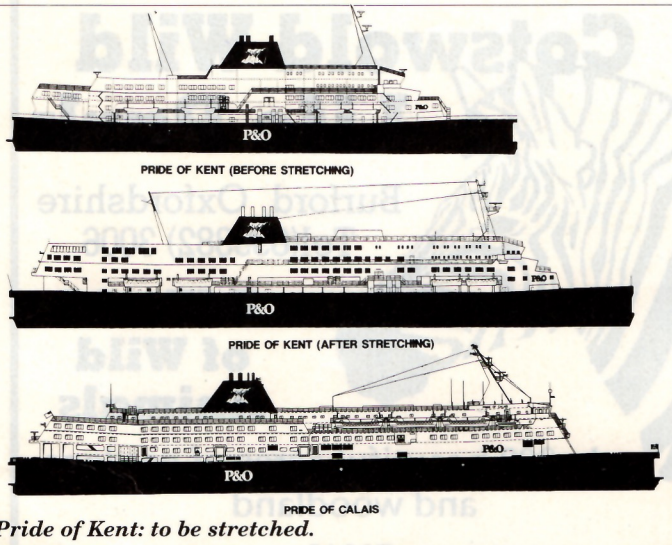

Pride of Kent: to be stretched.

Dover Ferry 'stretched'

P & O Ferries' Pride of Kent is sailing to Palermo, Sicily this winter... and will come back next summer more than 30 metres longer.

The £20 million treatment will stretch the ro-ro to around the same length as Pride of Calais, bringing it into line with P & O's new standard. The ship will be quite literally chopped in half and the pre-built section welded into place with strengthening.

The passenger capacity of the ship will be upped by almost 500 to 1,800 and the car deck capacity raised by around 25 percent. New Club Class facilities, catering arrangements and shopping malls will be added.

White Cliffs' coup

DOVER'S White Cliffs Experience, which opened in May, has entertained 40,000 visitors in its first month... including 'Allo 'Allo actors Vicky Michelle and Arthur Bostrum.

The attraction charts Dover's history from Roman times through the war years to the present day. It uses life-size 'robots' and electronic displays to guide the visitors through the ages.

The White Cliffs Experience has had an knock-on effect at the town's other major tourism attractions, the Old Town Gaol and Dover Castle. Both report better gates despite the recession.

Full details of the White Cliffs Experience are from them at Market Square, Dover, Kent CT16 1PB, Tel:0304 214566, Fax: 0304 212057.

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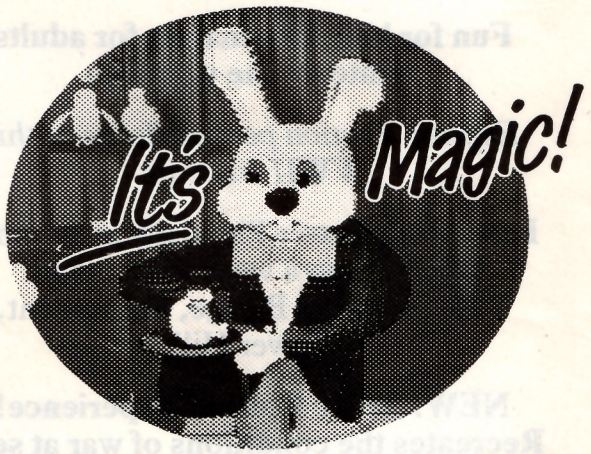

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Coach Park and cleaning in grounds also wash available within 3 miles. Driver free.

Tel. 0900 64616

(19193)

The Clifton Hotel & Restaurant

NEWQUAY

NEWQUAY
THE CHERRINGTON

is a family run Hotel in walking distance of Fistral and Crantock. Ample parking space. Most bedrooms with private facilities. All with colour TV. Good home cooked food, varied evening menu and full English breakfast. Live entertainment 3 times weekly.

AVAILABLE DATES
Week comm: 27th July; 10th August 17th August.

For further details please contact
ANGELA TUFFNEY, NEWQUAY
0637 873363 (19396/HO)

NEWQUAY
PARADISE BEACH HOTEL
Watergate Bay, TR8 4AB

A family run hotel 200 yards from beach. Newquay approx 3½ miles. 21 en suite rooms with col. T.V., tmkrs, hairdryer, telephone, CH, sauna, solarium, games room, lic. bar, dance floor, laundry room, choice of menu, entertainment.

WEEKLY OR SHORT BREAKS AVAILABLE

From 28th Sept – 5th Oct
12th Oct – 19th Oct
26th Oct – 2nd Nov
and all November

Contact: Ann Thomas on
(0637) 860273
(18678/HO)

DERBYSHIRE

INTERNATIONAL HOTEL DERBY

AA, RAC ★★★ Egon Ronay, Ashley Courtenay Recommended

Beautiful scenery, luxurious en-suite accommodation and the finest cuisine.

★ Prices from £23.00 per night Dinner, Bed and Breakfast ★
★ Coach Driver free ★
★ Special offers available ★
★ Some dates still available – 1991 ★
★ Dinner Dances weekly ★

Phone now for further details and colour brochure

0332 369321

AN INTERNATIONAL HOTEL PROMOTION
(19200/HO)

AS FEATURED ON YORKSHIRE TELEVISION

YE OLDE CHESHIRE CHEESE INN CASTLETON (BLUEJOHN)

17th Century Coaching Inn, seating 149. Excellent home cooking. Coach parties catered for by appointment.

For further details contact Paul Cunliffe (0433) 20330 (Les Routiers)
(17005/HO)

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A new concept in coach travel

★ We have a professional team in the centre of England – coaches available
★ North, South East and West
★ Tour operators problems solved
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★ We have the highest calibre of standard or executive coaches
★ With professional drivers – some owner drivers.

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(19205/CW)

NEWQUAY

NEWQUAY
Arundell Hotel, Mountwise, Cornwall

A friendly family run hotel, centrally situated with panoramic sea views, offering full English breakfast and varied menus. Under personal supervision of chief proprietor.
* 36 rooms, all en suite, with all colour TV, radio, telephone, intercom, tea making facilities.
* Entertainment 6 nights a week in our large bar with dance floor * Full central heating, laundry and ironing facilities * Lift * Heated indoor pool * Sauna * Solarium * Spa pool.
● ON SITE PARKING ● DRIVER STAYS FREE

Contact: Audrey Milne on (0637) 872481 (19129/HO)

BLACKPOOL

LIMES HOTEL, BLACKPOOL

★ Competitive Prices ★ All dates now available ★
★ Will take Part Coaches or Mini Coaches ★

3 minutes walk from the seafront, 40 bedrooms, 15 en suite, tea, coffee and colour TV in all rooms.
★ Good home cooking from our First Class Chef
★ Live entertainment and disco
★ Cabaret weekends in and out of season
★ Late bar ★ Special rates for party booking
★ Large coach park

Telephone: 0253 594988/406292 ask for Tony

(19383/HO)

OVERLOOKING THE SEA

This select hotel offers a unique lively atmosphere with intimate lounge bar, adjacent dance area and the warm hospitality of your resident hosts quickly break the ice and creates a party flavour.

★ AVAILABILITY ★
JUNE per day £20.00, weekly £126.00
JULY & AUGUST with cabaret midweek per day £23.00, per week £138.00
CABARET WEEKENDS, £25.00 per day coach weekends, minimum 3 days
★ ILLUMINATIONS ★
Mon-Fri £75.00, Fri-Fri £150.00, Fri-Mon £75.00

DEVON HOTEL
Tel. 0253 52501
(19382/HO)

ALLANDALE HOTEL
387 SOUTH PROMENADE, BLACKPOOL
AUGUST SPECIAL OFFER

Monday-Friday BB and EM + entertainment. £75.00 basic. £80.00 en suite.
Party of 20+ (Driver free)
Illuminations Weekends
Friday-Sunday £60.00 basic. £65.00 en suite.
Mid week Monday-Friday £90.00 basic. £95.00 en suite.
SEAFRONT HOTEL WITH LARGE CAR PARK (parking for coaches)
Between South and Central Piers
LIFT TO ALL FLOORS
Tel: Pauline 0253 46529
(19065/HO/BLK)

WALES

SOUTHCLIFFE COACHING HOTEL
Hill Terrace, Llandudno, LL30 2LS (Lincensed)

This beautiful South facing hotel has all the makings of a happy holiday with a large sun terrace and commanding view over the bay and mountains, whilst enjoying being only 3 minutes to the beach, town and all amenities.
The hotel has 32 bedrooms, most en-suite, and some sea views. Excellent cuisine, entertainment most nights with service second to none.

For further details tel: 0492 876277 (15748/HO)

ISLE OF WIGHT

NOOK HOTEL, SHANKLIN

Due to cancellation – week available:

Saturday 15 June to Saturday 22 June 1991
£112 per head
En suite extra. Driver free.

Also Christmas 1991
@ **£175 per head**
4 days (3 nights)

Bookings being taken for 1992

Contact Mr Druce,
The Nook Hotel,
Avenue Road, Shanklin,
Isle of Wight PO37 7BG
Tel/Fax: (0983) 863156
(19183/CW10W)

Royal Cliff Hotel SANDOWN

Views of sea and cliffs, excellent home cooking, all rooms have colour TV with tea/coffee making facilities, full central heating. Live entertainment weekly, outdoor heated pool and ample parking.

Now offering due to cancellation the following dates

July 27th – Aug 3rd
Aug 10th – Aug 17th
And 28th Sept onwards

Tel. 0983 402138
(19210/HO)

SHERWOOD COURT HOTEL

Isle of Wight
DUE TO CANCELLATION

24th – 31st AUGUST

The hotel is central to town beach and cliff walks. 62 bedrooms, all en suite, colour TV plus tea/coffee making facilities, spacious dining room with choice of menus, large ballroom plus bar with live entertainment, lift, indoor heated pool, jacuzzi, sauna, solarium, pool table and full central heating. Ample coach parking.

Tel. 0983 862518
(19392/HO)

HOTELS? JOURNEY BREAKS?

0733 898111

NORTHUMBERLAND

GREEN HEAD HOTEL

Gateway to Hadrians Wall
just off A69

Tea, coffee and meal stops
★ OPEN ALL DAY ★
Coach parties and drivers receive a warm welcome.

All enquiries
Tel. 0697 747411
(19381/HO)

WYE VALLEY

COACHES WELCOME
WYE VALLEY
NEW MEAL STOP!!!
for coaches touring the Wye Valley and Forest of Dean,
Lunches – Dinners
Cream teas – Snacks
"OPEN ALL HOURS"
THE WYE KNOT INN
SYMONDS YAT WEST
0600 890 501
3 miles Monmouth, 7 miles Ross, overlooking river and valley. River cruises available. Booking preferred
(19177/CW WV)

LLANDUDNO

BAYTREE HOTEL AND RESTAURANT

Promenade (opposite Pier) Llandudno LL30 2LP
Tel: 0492 875858/878182 Fax: 0492 874810
★ 54 rooms all en suite with colour TV, tea/coffee facilities
★ Heated throughout ★ Lift ★ Sauna
50 Yards from Beach, 100 Yards from Main Shopping Centre
VACANCIES – JULY, AUGUST
Dinner, Bed and Breakfast – Double/Twin £140 Per Person Inclusive
Also Christmas
4 Days £170 Per Person Inclusive – 3 Days £150 Per Person Inclusive
(19458/HO)

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(18084/HO)

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CREAM TEAS

Lunches & afternoon tea,
by arrangement,
Open all day
THE ANGEL
400 years old Inn next to duck pond on pretty village green.
3 mins from M1 Junction 12, near Whipsnade Zoo & Woburn.
Tel. 05255 2380
Ask for Paula
(A member of S. Beds Tourism Assoc) (18357/HO)

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WOOD GREEN ANIMAL SHELTERS
FOUNDED 1924

Europe's Leading Animal Charity

*Many types of animals to see
*Restaurants & Coffee Shop *Coaches Welcome
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BARGAIN BUS

BARGAIN BUS

1980 (V) BRISTOL VRT SERIES 3 GARDNER 180
MoT 1992, 74 seats.
£7,000 or part exchange 53 seater with power door.
Tel. 0933 318942 Northants
(19243/BB)

BARGAIN BUS

PEUGEOT TALBOT DIESEL
6 x 14 seaters, high back seats, 5 speed gearbox, all with current MoT, low mileage.
£9,500 + VAT ono
Tel. 081 343 4917 or 081 343 2229 or 0860 861831 Mobile
(19240/BB)

BARGAIN BUS

PEUGEOT DIESEL TALBOT
6 x 14 seaters, high back seats, 5 speed gearbox, all with current MoT, low mileage.
£9,500 ono + VAT
Tel. 081 343 4917 or mobile 0860 861831, 081 343 2229, Mr Jackson
(19453/BB)

BARGAIN BUS

VOLVO VAN HOOL ALIZEE 1983
53 reclining seats, MoT Jan '92, **£32,000 ono.**
MAN SR280 VAN HOOL
Super high Alicron, private plate, 49 reclining seats, toilet, TV and tea machine, MoT April '92, **£32,000.**
Tel. (0698) 822514/824421
(19389/BB)

BARGAIN BUSES

BARGAIN BUS

1983 (A) FORD TRANSIT PACEMAKER

16 high back moquette seats, petrol, automatic, PSV, November 1991.

£2,400 + VAT

Tel. Romford 0708 725162

(19045/BB)

AEC

AEC 760 SEMI AUTO DOMINANT II. 53 seats, power door, auto lube. Radio/PA. Engine overhaul by Avon Diesels. Tested June 92. Local Council 12 year rule forces reluctant sale. **Tel. 0272 720770 or 869548.** (19395/AEC)

1977 AEC, 12 metre, 55 seater coach, with Duple Dominant II body, MoT 22.6.91, **£3,250 + VAT. Tel. Ivan Thomas on 081 397 4276.** (19454/AEC)

BEDFORD

1973 YRT. 53 seats, tested 9-4-92 (Leyland 401 engine), **£2,000. 1975 PJK,** 29 seats, tested 4-3-92, **£2,000.** All in daily use. **Stoniers 0782 214184, 0782 412372 evenings.** (19405/BED)

BEDFORD YNT. 1983, 500 Turbo Duple Dominant IV, 53 seats, ZF gearbox, tinted d/g windows, Telma, taxed and tested. Very good, clean condition, genuine reason for sale. Must go, hence price **£16,000. Tel. 0642 476436 or 0642 483986.** (19352/BE)

1977 BEDFORD YLQ PLAXTON. 45 seats, MoT April 1992, **£3,500. 1976 BEDFORD,** 53 seats, Duple Dom. MoT Feb 1992. **£3,500.** Both vehicles in daily use and in good order. **Buckby's Coaches, Rothwell. Tel. (0536) 710344.** (19388/BED)

1979 V registration
BEDFORD YMT DOMINANT II

53 seats, Telma Retarder, pod, Bristol Dome, autolube, MoT April 92, recently repanelled and re-painted.

£6,500 + VAT

1979 V registration
BEDFORD YLQ DOMINANT II

MoT Nov 91, 45 seats, autolube, Bristol Dome.

£6,500 + VAT

Tel. 04884 438 or 0488 57107 evenings

(19049/BED)

1984 BEDFORD YNT DUPLE LASER, 53 seater, radio PA cassette. Limiter fitted, MoT April 1992, power door, new clutch and fuel pump. **£24,000 + VAT. Nicoll's Coaches tel. 056 17 262 (Scotland).** 19092/BE

BEDFORD DOMINANT IV, tinted and double glazed windows, recon turbo engine, X Reg, 51 seats, 12 months test, offers. **Tel. (0328) 710589.** (19461/BE)

1985 BEDFORD YNV PLAXTON PARAMOUNT, 53 seater, power door, radio/PA, curtains, side lockers, speed limiter, new engine fitted, MoT February 1992, taxed September, immaculate condition, **£35,950 + VAT. B REG BEDFORD YNT PLAXTON PARAMOUNT,** 53 seater, power door, radio/PA, side lockers, speed limiter, MoT April 1992, taxed September, immaculate condition, **£26,950 + VAT. Tel. (0709) 585468/894552.** (19188/BED)

BEDFORD

1983 BEDFORD YNT 11m DUPLE DOMINANT III

53 seats, recon engine 8/90, full MoT, Telma, speed limiter, double glazed, stereo, radio cassette.

£15,500 + VAT

Tel. 021-359 8877 No P/X

(19294/BE)

BEDFORD TURBO

53 seater, television, video, tinted windows, double glazed, twin micros, pa, radio cassette, extra running lights, Telma, taxed and MoT, finished in two pack paint.

£11,000 + VAT

Tel. 0457 868569

(19189/BED)

1983 BEDFORD YNT

Duple Dominant IV body, 53 seats, red moquette upholstery, MoT Feb '92, good alround condition.

£14,975 + VAT

071 935 4091

(19443/BE)

BEDFORD PJK PLAXTON SUPREME, 1975, 29 seater coach, power door, well maintained, new MoT, **£3,000 + VAT ono. Tel. (0935) 872390.** (19457/BED)

1937 BEDFORD WTB DUPLE, 25 seat coach. Body completely and authentically re-built. PSV CIF granted in 1987. Was in regular use until our family coach business was recently sold. **£20,000 ono + VAT. Tel. 0300 20404 (Evenings).** (19042/BED)

1979 BEDFORD YLQ. Plaxton Supreme, taxed, MoT June 92. **£5,750 + VAT. Tel. 0934 833177.** (19050/BED)

BOVA

1984 BOVA FUTURA, 49 recliners, toilet, drinks machine, double glazed, never been shuttled, only been used on high class tour work, must sell hence **£32,500 ono + VAT. Tel. Goodmans Coaches on 061 477 3325** (as seen at ADT's latest auction). (19464/BO)

BRISTOL

BRISTOL RELH PLAXTON, 49 seater coach with Gardner/Leyland, good price paid for best vehicle offered. **Tel. (0909) 550480.** (19429/BR)

DAF

1985 'C' DAF DHTD. 57 str Plaxton 3200. VGC. Long MoT. **£25,000 + VAT. 1987 DAF DHTD.** 53R Plaxton 3200. VGC. Long MoT. **£35,000 + VAT. Tel. 0296 614411.** (19039/DAF)

1983 DAF SB2300 DHS 265/6, speed splitter, Jonckheere P50, 49 recliners, TV, video, toilet, coffee machine, fridge, etc, **£34,000. Tel. Warners Bus & Coach, (0684) 292108 Tewkesbury.** (19482/DAF)

1980 DAF MB200 DKTL PLAXTON SUPREME. Executive, private plate, 48 recliners toilet, TV/video and coffee machine, recent new gearbox and clutch, MoT April 1992, **£14,000 + VAT ono. Tel. (0833) 37341 Co Durham.** (19348/DAF)

DUE TO SURPLUS REQUIREMENT WE HAVE FOR SALE:

2 DAF ENGINED EXECUTIVE COACHES

Both vehicles are full specification, long MoTs, speed limiters, excellent condition inside and out. From

£23,000 + VAT

Further details 0692 406040 or 406020

(19358/DAF)

1985 DAF BERKHOF ESPRIT EXECUTIVE

49 recliners, toilet, TV, video, excellent condition, p/x considered, finance arranged, transfer of lease possible.

£42,000 ono + VAT

Tel. 0786 823099 or 0836 702484 (mobile)

(19466/DAF)

1983 DAF MB200 MOSELEY ALPHA GT, 48 r/seater, Executive, drinks, toilet, wired for TV/video, radio/PA, MoT, painted. **1983 DAF BOVA EUROPA,** 53 r/seater, radio/cassette/PA, rear engined, MoT. **Tel. (0285) 720752/3 days or (0285) 653882 eves.** (19432/DAF)

1982 DAF BOVA EUROPA 1

TV/video, drinks machine, Webasto heater, 1 full year's MoT certificate. Private plates.

£19,950 + VAT

TEL: 071 935 4091

(19439/DAF)

DENNIS

DENNIS JAVELIN 1989, G reg, 149,000 kms from new, Caetano 3.35m. 49/53, new shades, demountable wc, and drinks. Part Ex possible, excellent condition. **£62,500. (0268) 783878 (Essex).** (19047/DE)

1989 F REG DENNIS JAVELIN DUPLE 320SL

11 mtr, 55 seats, long MoT, low mileage.

£52,000 + VAT ono

Tel. (0403) 65313

(19034/DE)

DOUBLE DECKERS

1958 LEYLAND PD2 OPEN TOP

Tested Nov '91

£3,500 ono + VAT

Tel. 051 489 0404 day 051 546 4220 eves

(19390/DD)

DAIMLER FLEETLINE (S REG)

76 seats, MoT March '92, pas, Webasto heater, auto lube, excellent condition.

£5,500 + VAT

0505 842030 Waddells Coaches

(19450/DD)

1985 METRO LINER

71 seater. 3 TV's/Video tables on lower deck, toilet, drinks machine, engine reconditioned. New MoT.

£28,000 + VAT

FOR QUICK SALE.

P/X considered

TEL. 071 935 4091

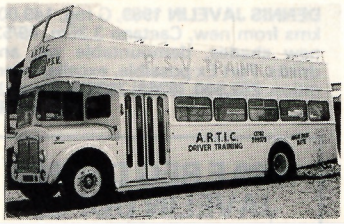
(19440/DD)

COACHMART

NO. 1

FOR INDUSTRY NEWS. ONLY 86p PER WEEK

DOUBLE DECKERS



1964 AEC REGENT V

Open top decker, 73 seats, full tonneau cover, all new lower body panels, excellent condition throughout, taxed and tested, will easily COF.

Offers

Tel: (0831) 229710 days or 078139 2500 eves/w/ends

(19438/DD)

FORD

FORD TURBO PRIVATE PLATE PLAXTON SUPREME IV P/D

Purmo heating, 53 seats, Telma, new Ford engine, good general condition, MoT Dec.

Must sell.

£8,000 ono + VAT

Tel. Buglers 0272 778759 day, 779170 eve/weekends

(19430/FO)

1978 FORD R1014 Willowbrook, 47 seat, service bus, power steering, manual gearbox, MoT Nov '91, **£3,500 + VAT. Tel. (0303) 51782 (Folkstone).** (19415/FO)

SEPTEMBER 1978 FORD PLAXTON, 53 seats, radio/pa, power door, side locker. **£4,950 + VAT. Tel. 0604 890210.** (19361/FO)

1977 FORD R1114. 53 seater, MoT'd. **£4,500 + VAT. Tel. 0386 45847.** (19404/FO)

1982 PLAXTON MkV, 53 seats, recent engine, recent retrim, curtains, tinted window, side locker, Telma, twin tanks, 12 months MoT, all white, **£11,500 + VAT. Tel. (0829) 732378.** (19410/FO)

1982 X REG FORD R1114. Plaxton Supreme IV, 53 seats, tinted glass, 47,000 km, Telma Speed Limiter, taxed & tested, full service history. Very clean coach throughout. First to see will buy. **£13,995 ono + VAT. Tel. 081-395 8836 or 0836 606994.** (19046/FO)

FORD 31/35 SEATER

Tables, television, video, twin micros, pa, tape deck, full draw curtains, MoT and taxed, finished in two pack paint.

£11,000 + VAT

Tel. 0457 868569

(19480/FO)

LEYLAND

LEYLAND TIGER 245 PLAXTON PARAMOUNT 3500

1983 (Y), 50 recliners, recon engine, clutch and ZF (6) box, all with 1 year's warranty, tinted dg, curtains, courier, continental door, v clean vehicle, quick sale.

£28,000 ovno

Tel. 081 574 6817 or 081 843 0960

(19471/LE)

LEYLAND TIGER. 1984, Plaxton Paramount 3200, excellent condition. **£29,500 + VAT. Tel. 0443 672207.** (19391/LEY)

1975 LEYLAND 680. 57 seater. MoT'd. Tel. 0386 45847. (19403/LEY)

1982 LEYLAND CUB, Duple Dominant service bus, 31 seats, 7ft 6in wide, low mileage, new test, lovely condition. **£7,500. Tel. 069887 242/289/264 eves/w/ends.** (19221/LEY)

1985 LEYLAND TIGER 245 PLAXTON PARAMOUNT, low driver, 53 recliners, curtains, courier seat, radio cassette, full MoT, speed limiter fitted, **PX considered. £40,000 ono + VAT. Tel. 0729 822449 days or 823409 nights.** (19248/LEY)

1981 LEYLAND TIGER 245

ZF Plaxton Supreme V, 50 reclining seats, etc, DoT 11/91.

£21,000.

1985 LEYLAND ROYAL TIGER

260 ZF Doyen, 47 reclining seats, double glazed, toilet, TV etc, DoT 3/92. **£36,000.**

Warners Bus & Coach

0684 292108 Tewksbury

(19483/LEY)

2 x LEYLAND TIGER GOLDLINER 1982

48 recliners, toilet, semi-auto, Telma, 218 + 345 engines, p/plates, tested June/July 1991.

£18,250 each ono + VAT.

1979 LEYLAND LEOPARD DUPLE DOMINANT

51 seats, 12 months test.

£8,000 ono + VAT

Tel. (08772) 395 (Scotland)

(19455/LEY)

LEYLAND

1976 LEYLAND LEOPARD 680 Duple Dominant I, 53 seater, semi-auto gearbox, power door, long test, **£5,000 + VAT. Tel. (0994) 240274.** (19468/LEY)

1982 LEYLAND LEOPARD, 680 Plaxton Supreme IV, 53 seats plus courier seat, ZF gearbox, exhaust brake, curtains, radio cassette, PA, excellent condition throughout, new test, **£22,750 + VAT. Tel. (0994) 240274.** (19469/LEY)

1978/9 NATIONAL 10.2m 2 door, 36 seats + 27 standing, well maintained, new test, auto + semi, ready for service, **£4,000 + VAT. Tel. (0860) 561515 anytime.** (19449/LEY)

LEYLAND OPTARE CUB SERVICE BUS, 33 moquette seats, luggage pen, power steering, air door, automatic, low mileage, new test, **choice of 2. Tel. Blythswood Motors, Glasgow 041 221 3165.** (19476/LEY)

1983 TIGER DOMINANT IV

53 seats, express doors, destination display, TL 11 245 engine, semi-auto gearbox, new test certificate.

~~**£22,000**~~ **£20,000 + VAT ono**

Tel: 0202 537 568

(19139/LEY)

MERCEDES

MERCEDES BENZ

Own factory built mini coach. Very rare. Curtains, Webasto, running lights, ex-Embassy, large boot, breaks heart to sell. Taxed and MoT.

£8,500 + VAT

Tel. 0457 868569

(19481/MER)

WANTED MERCEDES 24/5

High back coach seats, driver operational door, low mileage.

Tel. 0352 733292

(19386/MER)

COACHMART No 1 IN THE INDUSTRY

MAGIRUS

1983 MAGIRUS DEUTZ APOLLO, 55 seats, wc, servery, courier, Webasto, cavernous luggage, TV/video, 360,000kms, MoT, eyecatcher, **£34,500 ono. Tel. 0268 783878, Essex.** (19242/MAGIRUS)

MAN

86 MAN BERKHOF ZF EXEC, 49 recliners, toilet, video, full spec, in excellent condition, new test, **£46,000 ono. P/X welcome. Tel. Blythwood Motors (Glasgow) 041 221 3165.** (19479/MAN)

MERCEDES

MERCEDES NEW 33 seat coachspec 814D, also 811 33 seat service bus spec, 609, new power door, 24 seats + coach spec, all available now from stock. **Tel. Blythswood Motors 041 221 3165.** (19475/ME)

1989 MERCEDES ENSIGN CHARISMA, 51 r/seater, executive, drinks, toilet, Webasto, radio/cassette/PA, wired for TV/video, crew compartment, MoT, **bargain £59,000 + VAT. Tel. (0285) 720752/3 days or (0285) 653882 eves.** (19431/ME)

MERCEDES 608D. 1984, 21 seats, 17 recliners, luggage rack. Radio cassette, PA. MoT August 91. Good condition all round. Quick sale required. **Hence £7,500 + VAT. Tel. 0803 324597.** (19385/MER)

TOYOTA

1987 TOYOTA CAETANO

19 seats, TV and video, drinks machine, forced air conditioning, PA system, telephone, curtains, MoT October 1991, good clean condition.

£19,450 + VAT

Tel. 071 935 4091

(19441/TOY)

VOLKSWAGEN

New 12 seaters from **£9,689,** ex-works, ex VAT, petrol, diesel and turbo diesel also available. Choice of colours.

Contact Sales on 0392 211611 for action.

(19436/VW)

SETRA

KÄSSBOHRER
STAY AHEAD WITH A SETRA

O.K. So we know times are tough. All the more reason to ensure you're a mile ahead of the competition. With a Setra, you're always out in front...

Year	Model	Seats	Price
1988	Leyland Tiger 290 Jonc, TV/Video, WC, Air Con.	48	£82,500
1988	DAF 2300/Duple 340, WC, TV/Video, Radio/PA	53	£62,500
1988	Duple 425, Db/Glaz, Telma, Econocruise, WC, Kitchen	53	£72,500
1988	Bedford/Duple, Radio/PA	57	£52,500
1987	DAF/Caetano 11.6, Radio/PA	53	£67,500
1985	Neoplan/Skyliner, TV/Video, WC, Kitchen	77	£70,000
Setras			
1989	S 215 HRI (Rational), WC/Kitchen, Retarder, ABS, Many extras (warranty)	49/53	£109,000
1988	S 215 HRI (Rational), V UNDER OFFER Retarder, ABS	49/53	£ 92,000
1983	S 215 HD (Optimal), WC/Kitchen, Drivers bunk, TV/Video, Retarder, Many extras (warranty)	49	£ 62,000
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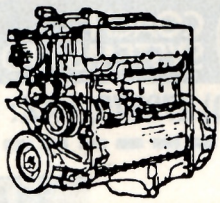

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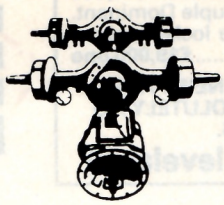

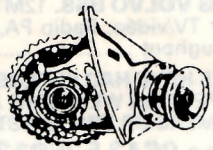

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